# The Bombay Gazette.

No. 8,512 — New Series. BOMBAY:—SATURDAY, MAY 20, 1876.


## THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

| *In Advance.* | | *In Arrear.* | |
|---|---|---|---|
| Per Annum | Rs. 48 | Per Annum | Rs. 60 |
| Half-yearly | 25 | Half-yearly | 31 |
| Quarterly | 13 | Quarterly | 16 |
| Monthly | 5 | Monthly | 6 |

To Subscribers Up-country.

| *In Advance.* | | *In Arrear.* | |
|---|---|---|---|
| Per Annum | Rs. 52 | Per Annum | Rs. 65 |
| Half-yearly | 29 | Half-yearly | 36 |
| Quarterly | 16 | Quarterly | 20 |
| Monthly | 6 | Monthly | 7 |

These Up-country Rates include Postage Rates.

Single Copy ..... 4 As.

## TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

| | |
|---|---|
| First insertion | Rs. 5 0 |
| Second do. | „ 2 8 |
| Third do. | „ 2 8 |
| Forth and succeeding insertions | „ 0 2½ As. |

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

| | |
|---|---|
| First insertion | 8 As. per Line. |
| Second do. | 4½ „ „ |
| Third do. | 2½ „ „ |

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

| | |
|---|---|
| Not exceeding three lines | Rs. 1 0 |
| Each succeeding line | „ 0-6 As. |

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee* and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupee 2.

All Cheques, Money Orders, and other Remittances should be made payable to the Proprietor of the *Bombay Gazette*."

## SHIPPING.

STEAM TO LONDON FROM KURRACHEE, CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, AND LISBON.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED, will despatch the S. S. ASSYRIA, 1,494 Tons, 300 H. P., Commander Hyasman, as above, from Bombay via Kurrachee, on SATURDAY, the 20th May 1876.

The Assyria is fitted in the usual style of the Company's Vessels, and has excellent accommodation for 31 First-class Passengers and 13 Second-class.

The Steamer Leaving Bombay on MONDAY, the 22nd May and on FRIDAY, the 26th idem, for Kurrachee, can carry forward Cargo and Passengers for transfer to the Assyria.

For Freight or Passage apply to

W. NICOL & Co., Agents.

Bombay, 2nd May 1876.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY Limited), under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo every week.

The S.S. GOA, 1,906 Tons, 350 H.P., Commander J. Avery, will be despatched on THURSDAY, the 25th May 1876, at 5 P.M.

| Leaves BOMBAY | May. 25 | Leaves Tuticorin | June 2 |
|---|---|---|---|
| „ Ratnagherry | 26 | „ Colombo | 3 |
| „ Vingorla | 26 | „ Negapatam | 6 |
| „ Goa | 27 | „ Galle | 7 |
| „ Carwar | 27 | „ Madras | 9 |
| „ Mangalore | 28 | „ Muslipatam | 10 |
| „ Cannanore | 29 | „ Coconada | 11 |
| „ Tellicherry | 29 | „ Visagapatam | 12 |
| „ Calicut | 30 | „ Bimlipatam | 12 |
| „ Cochin | 30 | „ Gopalpore | 13 |
| „ Mandvi | 31 | „ False Point | 14 |
| „ Quilon | 31 | Arrives CALCUTTA | 16 |

Cargo for Singapore and China can be booked by the Steamer on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjilatjap, Palembang, Pentiasah, Atcheen, Padang and Molucca Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

[illegible] Steamer at Bussorah, to and from Bushire and Trans Shatt Navigation

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, despatch a Steamer to the Persian Gulf, touching at MUSCAT, BUNDER ABBAS, and BUSHEHR, and occasionally

[illegible] 340 H. P., Commander J. C. [illegible] despatched on FRIDAY, the 26th May 1876,

| | May. | | June |
|---|---|---|---|
| [illegible] | 26 | Leaves BUSHEHR | 14 |
| [illegible] | 30 | „ Mahomerah | 14 |
| [illegible] | 1 | „ Fao | 14 |
| [illegible] | 3 | „ Bushire | 16 |
| [illegible] | 4 | „ Linga | 19 |
| [illegible] | 6 | „ Bunder Abbas | 21 |
| [illegible] | 8 | „ Muscat | 22 |
| [illegible] | 10 | „ Kurrachee | 27 |
| [illegible] | 11 | Arrives BOMBAY | 30 |

[illegible] will be received on the day of sailing.

W. NICOL & Co., Agents.

COMMUNICATION WITH KURRACHEE KATTYAWAR COAST PORTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, Season, despatch a Steamer to Kurrachee [illegible], and an Extra Steamer on every MON-

[illegible], 877 Tons, 190 H.P., Commander N. B. [illegible] despatched on MONDAY, the 22nd May 1876, [illegible]rawul, Porebunder, Mangrole, and Cutch

[illegible]LLA, 871 Tons, 140 H. P., Commander J. C. [illegible] despatched on FRIDAY, the 26th May 1876,

[illegible] will be received on the day of sailing.

W. NICOL & Co. Agents

COMMUNICATION WITH ITALY VIA LA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 24th, and on the 1st of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

| | 1st Class. | 2nd Class. | 3rd Class. | |
|---|---|---|---|---|
| Aden | £22 | £15 | £4 | Without food. |
| Suez | 29 | 20 | 5 | |
| Port Said | 38 | 24 | 9 | |
| Messina | 50 | 34 | 14 | |
| Naples | 50 | 34 | 14 | |
| Leghorn | 50 | 34 | 14 | |
| Genoa | 50 | 34 | 14 | |
| Marseilles | 53 | 35 | 14-10 | |

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY:—

AUSTRALIA to sail on THURSDAY, 1st June 1876.
SUMATRA to sail on SATURDAY, 1st July 1876.
BATAVIA to sail on TUESDAY, 1st August 1876.
AUSTRALIA to sail on FRIDAY, 1st September 1876.
SUMATRA to sail on SUNDAY, 1st October 1876.

All Steamers of this Company have large Fixed and Saloon accommodation; and always a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c., apply to

O. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street,

Bombay, May 1876.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL.

S. S. BRANKSOME HALL, to sail about 27th May.
„ OWLDWALL HALL, „ 5th July.
„ TRENTHAM HALL, „ 2nd August.
„ BRANKSOME HALL, „ 23rd August.
„ CITY OF BALTIMORE, „ 16th September.

THE ATTENTION of INTENDING PASSENGERS is particularly called to these fine steamers, which have been specially constructed for the Bombay Trade. They are all built to steam 12 Knots, and are considered to make the passage either to or from England in about 30 days.

Each steamer will carry a DOCTOR and STEWARDESS.

For Passage, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 11th May 1876.

## SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

| Vessels. | Captains. | Tons. | H.P. | May, 1876. |
|---|---|---|---|---|
| BOKHARA | W.D. Anderson | 1932 | 450 | 22nd—Southampton. |
| CEYLON | J. Orman | 2111 | 450 | 29th—Suez, &c. |
| GWALIOR | J. C. Babot | 2735 | 450 | June 2nd—Southampton. |
| GERELONG | C. Fraser | 1885 | 250 | 9th—Suez, &c. |
| AUSTRALIA | J. S. Murray | 3663 | 600 | 14th—Southampton. |
| TRAVANCORE | W. B. Andrews | 1900 | 350 | 23rd—Suez, &c. |
| NEIAM | A. E. Barlow | 2726 | 450 | 30th—Southampton. |

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers Passengers change Vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Managon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Managon, at 2 P.M. precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 1st May 1876.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On MONDAY, the 29th May 1876, at 3 P.M., from Managon.

THE P. and O. Co.'s S.S. MONGOLIA, Captain A. Coleman, (2,833 Tons and 530 H. P.), will be despatched as above, carrying H. M.'s Mails and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged at the Company's Office before noon, on FRIDAY, the 26th May 1876.

GEORGE F. HENRY,
Superintendent.

Bombay, 15th May 1876.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL to PORT SAID, SUEZ, and BOMBAY, and from BOMBAY to SUEZ, PORT SAID, GIBRALTAR, and LIVERPOOL:—

| From | Tons | H.P. | Glasgow. | Liverpool. | Bombay. |
|---|---|---|---|---|---|
| EUROPA | 2977 | 424 | 22d April. | 29th April. | 14th June. |
| INDIA | 2239 | 500 | 20th May. | 27th May. | 15th July. |
| MACEDONIA | 2373 | 426 | 17th June. | 24th June. | 10th August. |

And regularly thereafter, further sailings being arranged according to the requirements of the trade.

All the Steamers of this Line carry a SURGEON and STEWARDESS, and have superior First-class accommodation fitted with every convenience.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

FARES FROM BOMBAY TO

| | Liverpool. | Suez. |
|---|---|---|
| First Class | Rs. 500 | Rs. 350 |

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamer within twelve month of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 27th April 1876.

STEAM TO ADEN, ZANZIBAR AND MOZAMBIQUE DIRECT.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), will despatch the S. S. FUTTIALLA, 840 Tons, 130 H. P., Commander J. L. Shiell, as above (with liberty to call at Goa) on SATURDAY, the 27th May at Noon. She will connect at Aden with the Company's regular Red Sea Steamer and will carry cargo for Hodeida, Jeddah, Suez and other ports.

For Freight and Passage, apply to

W. NICOL & Co., Agents.

Bombay, 18th May 1876.

MARSEILLES, *VIA* SUEZ CANAL, TO LEAVE ABOUT 26TH MAY.

THE well-known and favorite S. S. TIMOR, 2,209 Tons, J. Brown, Commander, has excellent accommodation in a Saloon built on Deck for First-class Passengers only. She carries a Surgeon and Stewardess.

RATES OF PASSAGE.

| | |
|---|---|
| TO SUEZ | Rs. 300 |
| „ MALTA | „ 400 |
| „ MARSEILLES | „ 400 |

For Passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

Bombay, 19th April 1876.

SPECIAL NOTICE.

HALL LINE OF STEAMERS.

S.S. BRANKSOMEHALL.

THE attention of intending Passengers to England is particularly called to this fine New Steamer which sails positively on the 27th instant for Liverpool.

W. & GRAHAM & Co., Agents.

Bombay, 18th May 1876.

NOTICE.—CONSIGNEES per Steamer EUROPEAN are hereby informed of the ARRIVAL of the Vessel, and REQUESTED to TAKE DELIVERY AT ONCE of their respective GOODS. No CLAIM of any kind will be PAID after the DEPARTURE of the Steamer unless it be previously passed by the Captain.

W. NICOL & Co., Agents.

Bombay, 17th May 1876.

## NOTICES.

S. D'ESPERANCE,
COPPER-PLATE ENGRAVER & PRINTER

BRASS STAMPS, OFFICIAL SEALS,
STEEL DIES WITH CRESTS,
ARMORIAL BEARINGS, MONOGRAMS, &c., &c.
ENGRAVED and EMBOSSED in COLOURS, Neatly and with Despatch.

Bombay:—35, MEADOW STREET, FORT.

ALWAYS ON HAND,
AT
P. GRANT AND SON'S,
2, RAMPART ROW,
SADDLERY AND HARNESS
OF EVERY DESCRIPTION,
WHIPS, SPURS,
AND
MILITARY ACCOUTREMENTS

UNDER THE PATRONAGE OF H. R. H. THE PRINCE OF WALES AND THE LATE GOVERNORS OF BOMBAY.

R. PARTRIDGE & CO.,
BOOT AND SHOE MAKERS,
BOMBAY.

TRY R. P. & Co.

The only Establishment in Bombay where all orders are received and attended to and made on the premises, and the goods warranted to be of the best materials and workmanship

Large supply of goods always in stock.

*Price List to be had free on application.*

THE HIGHEST-CLASS MEDAL AWARDED at the Vienna Universal Exhibition for ADAMS'S PATENT CENTRAL-FIRE BREECH LOADING REVOLVERS, as exclusively adopted by H. M. War Department The New Zealand and New South Wales Governments, &c. Reprints of special Articles from the "TIMES," and other leading Journals, on competitive trial, of this Revolver, with Prior Lists, can be obtained on application. Sole Manufacturers ADAMS'S PATENT SMALL ARMS COMPANY, Limited, 891, Strand, London, W.C. (the only address).

Breech-loading Guns, Rifles, &c., with all necessary appurtenances.

DEPOT OF TRICHINOPOLY CIGARS AND CHEROOTS.

BY T. RAMASAWMY PILLAY,

WHO has a large Stock on hand, and who respectfully solicits the Patronage of the Public of Bombay and the Mofussil, for whose information he gives below his Prices which will be found to be as Moderate as consistency with best quality can allow. Favour of trial also solicited. Samples post-free on application. Terms—Cash. Up-country Customers can effect the saving of the Bombay Octroi Duty by ordering not less than 10,000 at a time.

LIST OF PRICES.

| | | | |
|---|---|---|---|
| No. 1 Dindigal Cheroots | per 1,000 | ... ... | Rs. 25 0 |
| „ 1 do. | per Box of 50 | ... ... | ... 1 8 |
| „ 2 do. | per 1,000 | ... ... | ... 20 0 |
| „ 2 do. | per Box of 100 | ... ... | ... 2 4 |
| „ 3 do. | per 1,000 | ... ... | ... 16 0 |
| „ 3 do. | per Box of 100 | ... ... | ... 1 12 |
| Havanna-shaped Cigars | per 1,000 | ... ... | ... 18 0 |
| Do. do. | per Box of 100 | ... ... | ... 2 0 |
| Dawson's Muster | per 1,000 | ... ... | ... 14 0 |
| Do. do. | per Box of 100 | ... ... | ... 1 12 |
| Dawson's Muster | per Box of 100 | ... ... | ... 1 8 |
| Nobin Muster | per 1,000 | ... ... | ... 11 0 |
| Do | per Box of 100 | ... ... | ... 1 4 |
| Do | Lunos per 1,000 | ... ... | ... 14 0 |
| Do | do. per Box of 200 | ... ... | ... 3 0 |
| Manilla Size | per 1,000 | ... ... | ... 7 0 |
| Do | in Bundle of 50 each | ... ... | ... 0 8 |
| Canteen Cheroots | per 1,000 | ... ... | ... 7 0 |
| Do | in Bundle of 50 each | ... ... | ... 0 9 |

Bombay, Rampart Row, Meadow Street, 10th May 1876.

PATENT WROUGHT NAILS.

J. J. GORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as

"NEWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" o "Crest" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a neatly finished Sheet pattern and address.

Any Nails [illegible] not distinguished as above

## NEW ADVERTISEMENTS.

STEAMER GALATEA, 2,001 TONS.
BOMBAY TO SOUTHAMPTON.
TO SAIL POSITIVELY 26TH OR 27TH MAY.

THIS powerful and splendid Steamer has most comfortable accommodat on for FIFTY FIRST CLASS PASSENGERS, and carries a DOCTOR and STEWARDESS. Intending Passengers are specially invited to inspect the Saloon and Cabins, and to apply immediately to

GRINDLAY, GROOM & Co.,
Passenger Agents.
McCULLOCH, BEYTS & Co.,
Agents

FORT THEATRE,
APOLLO STREET,
ENTRANCE TO THE ENGLISH HOTEL.
TO-DAY, SATURDAY, 20TH MAY.
THE STAR COMPANY.

The performance will commence with the screaming Farce,
WANTED A YOUNG LADY.
To conclude with
ALONZO THE BRAVE.

PRICES OF ADMISSION.

First Class.....Rs. 2 | Second Class .....Re. 1

Tickets can be obtained and Seats secured at the English Hotel. Doors open at 8-30. Performance to commence at 9 o'clock punctually.

N. B.—Extra Tramway Cars leave from Elphinstone Circle and Church Gate Street after the performance.

PUNKAHS IN FULL SWING.

ELPHINSTONE THEATRE.
THE PARSEE ELPHINSTONE DRAMATIC CLUB.
TO-NIGHT, SATURDAY, 20TH MAY.
CHELL BATAO & MOHINA RANI,
AND
KHORSHED SABHA.

Prices as usual.

THE INDIAN PRESS COMPANY, LIMITED.

NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Treacher's Buildings, on MONDAY, the 29th day of May 1876, at 3 P.M., when it will be proposed to pass the following Special Resolution, viz.:—

That the words "but not at a rate below par" be expunged from Clause 2 of Article 78 of the Articles of Association of the Company and in lieu thereof the following words be substituted:—

"And at such price or prices and in such quantities as they may from time to time think proper.

By Order of the Directors,
GADDUM & Co.,
Secretaries and Treasurers.

Bombay, 19th May 1876.

SHACKLETON & COMPANY
(Late J. C. SHACKLETON).
45, BOTOLPH LANE, LONDON,
UNDERTAKE ALL KINDS OF SHIPPING AGENCY ON MODERATE TERMS.

Goods cleared and forwarded to all parts of the World. Freights engaged. Insurances effected, &c., &c., &c.

SIMPSON AND CO.,
BY SPECIAL APPOINTMENT,
COACH BUILDERS & HARNESS MAKERS
TO HIS ROYAL HIGHNESS THE PRINCE OF WALES,
MOUNT ROAD, MADRAS.
*ESTABLISHED* 1840.

S. & Co. respectfully call attention to their improved CANOE-SHAPED BAROUCHES, which they had the honor of building for the use of His Royal Highness the Prince of Wales, His Highness the Maharajah of Mysore, &c., &c.

The above style of Barouches are constructed either for large sized Horses or for Arabs. The MINIATURE CANOE BAROUCHE is specially adapted for Arabs, Burmah Ponies, or a single Horse, and are seated comfortable for four persons inside.

Drawings and Estimates submitted for every description of Conveyance including Drays, Landaus, Barouches, Phaetons, Dog Carts, Buggies, &c., &c., &c.

S. & Co. have IN STOCK every description of HARNESS requisites—Plated, Brass and Japanned Buckle Mountings and are in a position to execute Harness to suit any carriage, of the best materials and workmanship. Price Lists forwarded.

SIMPSON & Co.

SCOTTISH FIRE INSURANCE COMPANY.

—The Undersigned as AGENTS for the above Company are prepared to Issue POLICIES of INSURANCE on Warehouses, Mills, Merchandize and other Property in Bombay and the neighbourhood on FAVOURABLE TERMS.

C. MACDONALD & Co.

Victoria Buildings, Bombay.

NOTE THE TEMPERATURE.
THERMOMETERS.

| | | |
|---|---|---|
| BATH OR BREWING, 8 in. metal scale, in japanned case | 2 | 12 |
| DRAWING-ROOM, 10 „ Enamel tube in copper case. | 5 | 0 |
| „ 6 „ Ivory Anchor shaped | 1 | 0 |
| „ 8 „ scale on Papier-Maché | 4 | 0 |
| „ 7 and 8 „ „ „ | | |
| „ Fahr. and Cent. graduations. | 7 | 8 |
| HOUSE, 8 in. Scale on Boxwood | 1 | 8 |
| POCKET, 4 in. Ivory Scale, Fahr. and Cent. graduations, in revolving German Silver case | 8 | 0 |
| POCKET, 6 in. „ „ „ | 10 | 0 |

SELF-REGISTERING THERMOMETERS.

| | | |
|---|---|---|
| MAXIMUM, Enamel tubes, metal scale on boxwood | 8 | 0 |
| MINIMUM, „ to correspond | 4 | 8 |

(*An excellent pair for general use.*)

| | | |
|---|---|---|
| MAXIMUM STANDARD (Professor Phillips'), Engine divided stem, mounted on indiabi porcelain scale, on oak frame | 18 | 0 |
| MINIMUM do. to correspond | 18 | 0 |
| MAXIMUM AND MINIMUM, Solar and Terrestrial Radiation, on brass pedestals, complete, each | 20 | 0 |
| MAXIMUM AND MINIMUM, the pair, in neat pocket mahogany case, as designed expressly for the late *Dr. Livingstone*. They are divided on the stem, and cannot be injured in travelling, unless by actual breakage | 34 | 0 |
| MAXIMUM AND MINIMUM, combined, (Six's principle) shows present temperature and registered past extremes of heat and cold, boxwood scale, in japanned case, with magnet | 11 | 0 |

Chemical, Clinical and Ice-Machine Thermometers.

Aneroid and Mercurial Barometers.
Rain Gauges, Hygrometers, Ozonometers.
Magnetic Compasses and Sun-dials.

TREACHER & COMPANY, (Ld.)
IMPORTERS OF
METEOROLOGICAL, PHILOSOPHICAL AND SCIENTIFIC INSTRUMENTS,
BOMBAY, BYCULLA AND POONA

*For Sale at this Office.*

THE PRIVATE SOLDIER IN INDIA.

*(Revised and Reprinted from the "Bombay Gazette.")*

PRICE—ONE RUPEE.

*For Sale at this Office.*

THE NEW INDIAN CUSTOMS' ACT AND TARIFF,

In neat Pamphlet form, 8vo. Demy, 25 pp.

*(Revised and corrected from the latest Gazette of India.)*

PRICE—ANNAS FOUR.

FOR SALE,
INDIA TO ENGLAND BY THE LEVANT AND THE DANUBE.
Reprinted from the *Bombay Gazette*.

PRICE—ONE RUPEE.

May be had at the *Bombay Gazette* Office, and from Messrs Thacker, Vining & Co.

SPECIAL SHORT ADVERTISEMENTS.

FOR SALE, at H. M.'s County Jail, Oomercarry:—Bathing Towels, 5 ft. by 3 ft. Rs. 15 per dozen.
Do. Do. 4 „ by 3 „ „ 12 do.

FOR SALE, superior Himalayan KUMAON TEAS in 1 lb. Packet at Rupee 1-12 to Rs. 2-4 per lb. Apply to D. P. BATHA & Co., 22, Apollo Street, Bombay.

TO LET, two newly-erected Offices (can be converted into one) and Godowns in Apollo St., next to Pearse's. Godowns adapted for Show Rooms. Apply to J. PEARSE.

TO LET, for one or two months, as may be required, a commodious well furnished BUNGALOW in a good neighbourhood. Rent Rs. 100. Address T., *Bombay Gazette*.

MALABAR HILL.

TO BE LET, for six months, from May to November, a large, well furnished BUNGALOW on Malabar Hill. Apply to "A.," *Bombay Gazette* Office.

A GENTLEMAN occupying fitst-rate QUARTERS, in the Fort, is desirous of meeting with another Gentleman to share the Rooms, &c., during the monsoon months. Address. "M. A. C.," care of this Paper.

FOR SALE, an English-built Barouche, by Laurie and Marmer, with a pair of Grey Horses, over 15 hands, and set of English Harness; also a Grey Brougham Horse. Apply to "A. B.," care of *Bombay Gazette* Office.

## MONSOON SUPPLIES.

ANTICIPATING the REQUIREMENTS of MOFUSSIL CONSTITUENTS who through the difficulty of communication with Bombay during the Monsoon, are compelled to lay in SUPPLIES IN ADVANCE, for these months, the Company are landing by each mail large supplies of—

BACON, BUTTER, CHEESE, AND HAM.
FISH, SOUPS, AND MEAT EXTRACTS.
FRESH MEATS, GAME, AND POULTRY.
PATES, POTTED MEATS, AND YORKSHIRE PIES.
SAUSAGES, TONGUES, AND PIG'S CHEEKS.
PRESERVED VEGETABLES, ENGLISH AND FOREIGN.
CRYSTALLIZED, PRESERVED, DRIED AND TART FRUITS.
BON BONS, FANCY CHOCOLATES, AND FANCY BISCUITS.
JAMS, MARMALADES, FRUIT AND BOTTLED JELLIES.
PICKLES, SAUCES, AND INDIAN CONDIMENTS.
MUSTARDS, SALT, VINEGARS, OLIVES, AND SALAD OILS.
CHOICE INDIAN TEAS.
COFFEES, COCOAS, AND CHOCOLATES.
ARROWROOTS, MACCARONI, TAPIOCA, &c., &c.
CORN FLOURS, ISINGLASS AND GELATINE.
INFANTS', INVALIDS', AND DIETETIC FOODS.
CONDENSED ANGLO-SWISS MILK.
CRYSTALIZED LOAF SUGARS.
PEELS, SPICES, ESSENCES, AND HERBS.
CANDLES, SOAPS, AND ALL HOUSEHOLD REQUISITES.

These are imported from the most renowned EUROPEAN HOUSES and are of the same high class, which enables the management to assert their superiority to those usually offered in the Bombay Market (frequently the refuse of Bazaar auctions) and to confidently GUARANTEE their quality and freshness.

DETAILED PRICED LISTS FREE UPON APPLICATION.

## TREACHER & CO., LIMITED,

WINE MERCHANTS, ITALIAN WAREHOUSEMEN AND GENERAL PURVEYORS,
BOMBAY, BYCULLA, & POONA.

## BOMBAY TO EUROPE.

PASSENGERS FROM OUT-STATIONS, CALCUTTA, MADRAS, &c., &c.

Can provide themselves best with
AIR BEDS AND CUSHIONS:
Folding Chairs:
CARDS, BEZIQUE, DOMINOES,
The Compendium of Games, &c., &c.
CHEROOTS AND CIGARS,
Manilla, Coconada, Trichinopoly of first-rate quality,
Pipes, Tobaccos, &c., &c.:
INDIAN CONDIMENTS,
Barrie's Celebrated Chutni, Currie Powder and Paste, Mulligatani Paste, and Madras Sauce.

Infants' & Invalids' Foods:
Nursery Lamps and Appliances:
JAPANESE CURIOSITIES:
LUNCHEON BASKETS:
Pocket Canteens, and Dram Flasks
PORTMANTEAUX and TRAVELLING BAGS:
Ladies' Metal Bonnet Boxes & Trunks:
STATIONERY:
Purses, Pocket Books, Card Cases, Desks, Papers and Envelopes, Writing Cases, &c.
TOILET REQUISITES,
Eau de Cologne, Soaps, Sponge, Dentifrices, Hair, Nail, and Tooth Brushes; Pommades, &c., &c.

WINES AND SPIRITS
of every description and of the finest brands from

## TREACHER & CO. LIMITED.

FORT ESTABLISHMENT:—Opposite the Post Office, and the Oriental Bank, and near to the Esplanade Hotel.

BYCULLA ESTABLISHMENT:—Opposite the Byculla, and near to the Adelphi Hotels.

BOMBAY CO-OPERATIVE SOCIETY, LIMITED.

SHARE and TICKET HOLDERS are respectfully informed that a SUPPLY of ARTICLES in every day request has recently arrived, and that arrangements have been made for a constant renewal of the same.

A complete change has been made in the Staff of Assistants and such alterations in the mode of working have been effected as will secure prompt and careful execution of Town and Up-country Orders.

Price Lists shall appear regularly in this paper, and Members are requested to notice the various changes that it may be necessary to make from time to time.

STORRAR AND BUCHANAN,
SECRETARIES.

## APPROACH OF THE MONSOON.

WATERPROOF CLOTHING.

**ASQUITH & CO.** beg to announce their FIRST SHIPMENT of the above, which has been specially manufactured for INDIAN WEAR.

| | | Cash. Rs. | as. | Credit. Rs. | as. |
|---|---|---|---|---|---|
| Fine Drab Vulcanized Cambric, Light, Strong, and Durable | Coats | 12 | 8 | 14 | 0 |
| | Suits | 20 | 0 | 23 | 0 |
| Best Drab Vulcanized Nainsock, the Lightest Material manufactured that can be relied on | Coats | 15 | 0 | 17 | 0 |
| | Suits | 23 | 0 | 26 | 0 |
| Drab Fine Twilled Cambric—Double Texture, the Waterproof Solution between Two Substances of Cloth, warranted not to stick. The most durable Waterproof Coat manufactured | Coats | 25 | 0 | 27 | 0 |
| Extra Stout ditto ditto | Coats | 25 | 0 | 27 | 0 |
| Waterproof Sheeting, 72 inches wide, any length cut | Per yard. | 6 | 8 | 7 | 8 |
| Waterproof Sheets, fitted with Brass Eyelets; these will be found most useful in the Districts | 8ft. by 6 | 25 | 0 | 28 | 0 |
| | 10 „ by 6 | 30 | 0 | 34 | 0 |
| UMBRELLAS. Best Brown Silk—Strong Pargon Frames | Gent's... | 11 | 8 | 13 | 0 |
| Ditto do. do. | Ladies' | 9 | 8 | 10 | 8 |
| Strong Alpaca | Gent's... | 6 | 8 | 7 | 8 |

THE OVERLAND KIT WAREHOUSE,
8, RAMPART ROW, BOMBAY.

THE LARGEST, CHEAPEST, AND THE BEST ASSORTMENT OF TWEEDS IN BOMBAY.

TWEEDS AT A GREAT REDUCTION OF PRICES.

| | | |
|---|---|---|
| COATS D. B. and TROUSERS, fine Wool, strong, and just the thing for Office or Jungle Wear | Rs. 16 | to 20 |
| SCOTCH TWEED, superior quality, COATS and TROUSERS | „ 25 | to 30 |
| WEST OF ENGLAND TWEED, New Pattern, ditto ditto | „ 35 | to 40 |
| SILK MIXED TWEEDS and Fancy Coatings, ditto ditto | „ 45 | to 50 |

TO ARRIVE,
ALLAN'S CYCLONIAN WATERPROOF SUITS.
WELL-KNOWN TO RESIST THE SEVEREST WEATHER AND WARRANTED NOT TO STICK TOGETHER.

| | |
|---|---|
| For Suits, send size of chest, Height and | Rs. 30 |
| Military Regulation Waterproof Capes | „ 35 to 39 |

A. ALLAN,
TAILOR, OUTFITTER AND HOSIER, 17, APOLLO STREET.

ARRIVAL OF NEW AND VARIED STOCK OF
THE SINGER MANUFACTURING COMPANY'S CELEBRATED
LOCK-STITCH SEWING MACHINES OF ALL DESCRIPTIONS,
PER S. S. TRINACRIA.
AT THEIR BRANCH DEPOT No. 6, ELPHINSTONE CIRCLE, BOMBAY.
AGENCY IN POONA: A. D. EZEKIEL, THE POONA IRON AND BRASS FOUNDRY.
BRANCH DEPOT CALCUTTA: 2, CHOWRINGHEE ROAD.
THE SINGER MANUFACTURING CO.,
No. 6, ELPHINSTONE CIRCLE, BOMBAY.

## HOUSES TO BE LET.

TO LET, the UPPER-STORIED BUNGALOW in Middle Colaba, now in the occupation of J. Nemero, Esq. Apply to

P. BYRAMJEE,
House Agent.

28, Meadow Street.

## HOTELS.

MALABAR FAMILY HOTEL,
BREACH CANDY, MALABAR HILL,
BOMBAY.

THIS HOTEL is located in the finest, coolest, most healthy and fashionable part of Bombay. "It is close to the sea." and surrounded by Gardens and beautiful Scenery.

The Rooms are very large, and fitted up with every home comfort.

Testimonials, with view of Hotel, forwarded on application.

The distance is within half an hour's drive of the Fort, and fifteen minutes from the G. I. P. and B. B. & C. I. Railways.

Terms—Moderate.

W. H. SARGENT,
Proprietor.

ALEXANDRA HOTEL, MATHERAN.

MR. J. C. PINTO, the Proprietor, begs to inform the Public that the above Hotel is now OPEN to VISITORS. There are three separate Bungalows attached to the Hotel, well adapted for Families, for whose comfort every care is taken The Hotel is well situated, occupies a central position and is, therefore, very conveniently placed within the reach of several POINTS. It is also nearest to the Station and in a breezy locality, and for the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum

## WINES, SPIRITS, BEER, &c.

AUSTRALIAN WINE from Sr. HUBERT'S VINEYARD—CHASSELAS (White), HERMITAGE (Red), Rs. 11 per dozen.

GRINDLAY, GROOM & Co.

CUTLER, PALMER & CO.'S
REVISED QUOTATIONS IN BOND FOR
COGNACS OF
MESSRS. BISQUIT, DUBOUCHE & CO.'S
SHIPPING,

Who stand third on the list of Brandy Exporters, for 1875 again as in former years.

| | | |
|---|---|---|
| * One Star | Rs. 15 | 0 per dozen |
| * One Star, in Glass-stoppered Barrel Bottles | „ 16 | 0 „ |
| * One Star Crystal Barrels 2 gallon = 1 dozen | „ 20 | 0 „ |
| * One Star, in Flasks, in cases of 2 dozen each | „ 16 | 8 per case |
| * One Star, in Half-Flasks, in cases of 4 dozen each | „ 18 | 8 „ |
| ** Two Stars | „ 18 | 8 per dozen |
| *** Three Stars | „ 21 | 8 „ |
| **** Four Stars, Extra Superior | „ 32 | 8 „ |

DUTY AND TOWN DUES TO BE ADDED RS. 8-8 PER CASE.

CUTLER, PALMER & CO.,
Sole Agents in India.

BASS'S INDIA PALE ALE.

JUST LANDED Ex. S. S. DECCAN,
BOTTLED BY
CUTLER, PALMER & Co., LONDON.
net cash.

Casks containing 6 doz. pts. .....Rs. 4 per doz.
ALL CHARGES INCLUDED.

COOPER.

THIS strengthening BEER, half DUBLIN STOUT and half DUBLIN PORTER, is entirely free from acidity, is never over ripe; and requires only to be known to be thoroughly appreciated by European invalids requiring an invigorating tonic in this exhaustive climate. Sold in not less than 3 dozen quarts and 6 dozen pints casks. The price per dozen is moderate, viz.:—

Rs. 5-12 per doz. qts. net.
„ 4 „ pts. „

SOLE AGENTS.
CUTLER, PALMER & Co.

PERINET'S CHAMPAGNES, Rs. 30 and Rs. 45.
A. COLLIN'S CARTE BLANCHE

# COMMERCIAL INTELLIGENCE

FRIDAY EVENING, 19TH MAY 1876.

THERE is virtually no change to notice in the character of the Liverpool Cotton Market advices. The sales yesterday only reached 8,000 bales, but both public and private advices agree in calling the market steady at unchanged prices, both on the spot and to arrive. Yesterday's New York telegrams quote Mid Uplands on the spot unchanged, but July shipment ¼ cent. per lb. higher. The Receipts at the ports are :—

| | 1876. | 1875. | 1874. |
|---|---|---|---|
| Thursday's Receipts ... | 2,000 | 1,000 | 2,000 |
| Sixdays' do. ... ... | 17,000 | 14,000 | 20,000 |
| Total since 1st Sept. | 3,985,000 | 3,361,000 | 3,636,000 |

Piece Goods in Manchester continue unchanged. Coffee in London is steady but again 1s. lower in Mid Plantation Ceylon, Cocoanut Oil and Seeds are as last quoted.

French Rentes yesterday were at 105¼, an advance of ¼. Enfaced Rupee Paper in London is unchanged from last Saturday's figures.

The Bank of England return for the week is very favourable, the proportion of the Reserve to Liabilities having advanced from 47⅞ to 49½ per cent. Bills Discounted show a reduction of £750,000 while the pressure has increased by £812,500 and Bullion by £250,000, in addition to which a payment of £143,000 has gone into the Bank since the return was made up. The rate of discount on six months' sight bills is now quoted at 2½ per cent as against 2½ to 2¾ per cent last week.

Reuter quotes Bar Silver in London yesterday at 52¼d., an apparent decline of ¼d., but private telegrams we hear call the rate 52¾d. per oz. or equivalent to about 1s. 8 3/16d. per rupee. This decline has taken place notwithstanding the fact that there has been considerable buying for India, this week's P. and O steamer from Southampton bringing £58,000 for Bombay and £63,000 for Calcutta, and nothing could better show the weakness of the Government policy with Council drafts. Every pound's worth of Silver shipped to this country goes to reduce the demand for Council drafts as a means of remittance while the quantity of depreciated Silver Coin in this country is increased in a like proportion. Why such a short sighted policy should be adopted it is impossible to guess. The only people who derive any benefit from it are the sellers of silver and there seems no reason why their interests should be so carefully fostered at the future cost of the country.

STERLING EXCHANGE to-day has shown great weakness, sellers have almost entirely withdrawn from the market and rates are quite nominal. On the average we should say a decline of ¼d. has been established, but although this makes a fall of 1½ per cent. within the past fortnight, sellers are holding and rightly so for a further drop. The bulk of the bills has now been placed for the remainder of the season, and until Calcutta lends support Sterling Exchange can scarcely fail to have a steady downward tendency. We quote to-day :—

| | |
|---|---|
| Bank Bills on demand.....1s. 8¾d. | per Rupee |
| Do. 6 months' sight.....1s. 8¾d. | ,, |
| Credits, 3 months' sight ...1s. 8¾d. | ,, |
| Documents, 3 months' sight 1s. 8 9-16d. | ,, |

On Calcutta the enquiry for demand bills has been less active and the rate has declined to 1/16 per cent premium. For 60 days' sight 1 per cent discount is still the rate.

GOVERNMENT PAPER continues easy at unaltered values. Fours Rs. 101½ ; Fours and a half Rs. 101½, Fives and a half Rs. 103¾.

The SHARE MARKET to-day has been quiet but steady. Only very few transactions are reported and prices have not fluctuated to any appreciable extent.

For COTTON the demand to-day has been rather more active and a moderate business has resulted at about yesterday's prices. So far the buying has been induced chiefly by anticipations of lower rates of Freight and Exchange, otherwise our prices show no margin of profit on Liverpool arrival rates. The Receipts yesterday were 6,558 bales, making 43,056 bales for the week against 61,439 last year and 60,258 for the corresponding week in 1874. The total from 1st September last to date is now 852,228 bales against for the same period last season 1,140,521 and 1873-74, 1,146,629 bales.

FREIGHTS are still very dull. By steamers for Liverpool £2 has been offering but without bringing out shippers, while first class Iron sailing ships are still quoted at £1-16-3 for immediate, £1-17-6 for forward shipment.

PIECE GOODS in the bazaar continue in slightly better demand, and the firmness imparted to holders by the fall in Exchange has tended to burden prices somewhat. There is no quotable improvement established as yet but sellers are asking an advance of one anna per piece on the leading makes of grey goods.

## BOMBAY BILL AND STOCK LIST.

### BANKS.

| Number of Shares | Nominal Value per Sh. | Paid up. | Last Dividend. | Banks. | Cash Rates per Share. |
|---|---|---|---|---|---|
| | Rs. | Rs. | p. a. | | |
| 200,000 | 100 | all | 5 p.c. | Agra Bank ..... | 98 |
| 28,000 | 1,000 | all | 10 p.c. | Bank of Bengal ..... | 1,400xd |
| 20,000 | 500 | all | 5 p.c. | Bank of Bombay New. | 725 |
| 10,000 | 1,000 | all | 8 do. | Bank of Madras ..... | 1,200 |
| 80,000 | 250 | all | 8 p.c. | Chartered Mercantile Bank. of L. & China | 300 |
| 40,000 | 92½ | all | 6p.ct. | Hong. & Shanghai Bank. | 300 |
| 40,000 | 100 | all | 5 p.ct. | Chartered Bank of India and China ..... | 195 |
| 40,000 | 250 | 125 | 12 do. | National Bank of India. | 107 ex d |
| 40,000 | 250 | all | | Oriental Bank ..... | 480 |

### SPINNING AND WEAVING COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 630 | 1,250 | all | 50 p.c. | Alexandra Spinning..... | 1,150 |
| 500 | 2,500 | all | 150 | Alliance Spinning ..... | 2,550 |
| 600 | 1,000 | all | ... | Bhowanygur M. & F. Co. | 1,040 |
| 700 | 1,000 | all | 50 p.c. | Bombay United ..... | 1,110 |
| 400 | 150 | all | 10 | Bro ch Mills ..... | 160 |
| 1,000 | 100 | all | 75/- | Colaba Spinning..... | 900 |
| 5,500 | 1,000 | all | 100p.c. | Dhurumsey Spinning .. | 950 |
| 1,250 | 1,250 | all | 60p.c. | Fleming S. W. Co..... | 1000 |
| 1,400 | 1,000 | all | 40 p.c. | Great Eastern ..... | 1,145 |
| 2,000 | 300 | all | ... | Bombay Hemp & Jute Mill Co ..... | 270 |
| 700 | 1,000 | all | 80p.c. | Hindustan S. W. Co..... | 1,035 |
| 750 | 1,000 | all | 65p.c. | Jewraj Balloo Mills ..... | 1,015 |
| ... | ... | 800 | ... | Khandesh Spinning ..... | 880 |
| 2,000 | 1,000 | all | 20 p.c. | Khatau Mukunjee & W. Co. | 930 |
| 500 | 1,250 | all | Nil | Madras Spinning ..... | 1,060 |
| ... | ... | 600 | 72/- | Madras U. Spinning ..... | 1,030 |
| 2,500 | 1,000 | all | 70 | Manockji Petit's ..... | 1,135 |
| 1,000 | 1,000 | all | 60p.c. | Morarjee Spinning..... | 1,175 |
| 4,000 | 250 | all | 80p.c. | Oriental ..... | 745 |
| 600 | 1,250 | all | ... | Prince of Wales Spinning | 1,150 |
| 1,200 | 1,000 | all | ... | Sassoon S. W. Co..... | 875 |
| 1,000 | 1,000 | 1,000 | 200p.c. | Soonderdas Spinning ... | 860 |
| 500 | 1,000 | 250 | 125p.c. | Do. do. 1/4 share. | 200 |

* For share for the half-year.

### PRESS COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 150 | 6,000 | 3,850 | 200 p.c. | Akbar Cotton Press Co.. | 1,450 |
| 300 | 2,000 | 1,100 | 85 p.c. | Albert Co. Kurrachee.. | 780 |
| 300 | 1,000 | all | 18 p.c. | Albert Ginning Co..... | 650 |
| 300 | 1,000 | all | ... | Alfred Mills Co..... | 1,050 |
| 150 | 12,000 | 11,000 | 435 p.c. | Apollo Press Co..... | 3,100 |
| 178 | 1,000 | all | 60 | Bellary ..... | 790 |
| 150 | 500 | all | 25 p.c. | Borar Company (New).. | 540 |
| 1,000 | 250 | all | 42 p.c. | Indian Press Co. ..... | 325 |
| 400 | 250 | all | 6 p.c. | Broach Cotton Co..... | 90 |
| 900 | 1,250 | all | 75 p.c. | Carwar Co..... | 900 |
| 250 | 250 | all | ... | Cocoanda Press Co..... | 15 |
| 300 | 1,250 | all | 200 p.c. | Colaba Press Co..... | 3,100 |
| 250 | 1,000 | all | Nil. | Dholleras P. & G. Co.... | 150 |
| 568 | 1,000 | all | 150 p.c. | East India Press Co..... | 850 |
| 500 | 6,500 | all | Rs. 200 | Fort Press Co..... | 1,400 |
| 800 | 2,000 | 2,000 | 15 p.c. | Framji Cowasji Press Company ..... | 300 |
| 200 | 600 | all | 100 p.c. | French Press Co..... | 425 |
| 1,250 | ... | 1,250 | 100 p.c. | Imperial Press Co..... | 410 |
| 2,125 | 400 | 850 | 45 p.c. | Mofussil Press & Ginning Co..... | 350 |
| 600 | 2,000 | 2,000 | ... | Moolji Manufacturing Co., Ld..... | 1,125 |
| 150 | ... | 1,500 | 350 p.c. | Prince of W. Press ..... | 700 |
| 500 | 500 | all | 100 p.c. | Ramoon's Press Co..... | 525 |
| 400 | 500 | 750 | 45 p.c. | Scinde Press Co..... | 430 |
| 100 | 1,000 | 750 | ... | Scinde & Punjab Cotton Press Co., Limited.... | 1,025 |
| 150 | 850 | all | 12 p.c. | Victoria Cotton Gin and Press Co ..... | 600xd |
| 600 | 1,000 | ... | 125p.c. | Volkart's United Press Co. ..... | 880 |

*Per share, for the year.

### RAILWAY COMPANIES.

| | | | | |
|---|---|---|---|---|
| ... | £20 | 21⅞ 20 | p.c. | G. I. P. Railway Consolidated Stock ..... 287 |
| 1 | £20 | 10⅝ 14⅜ | do. | Do. New £20 Shares..... 196 |
| 1 | £20 | 6⅝ 7⅞ | do. | Ditto ..... 72 |
| 1 | £20 | 21⅛ 2⅛ | do. | Ditto ..... 22 |
| 100 | 100 | 1,000 | do. | B.B. & C.I. Railway Co. 1,100 |
| 1 | £12 | 12½ 15 | do. | Do. New Shares..... 330 |

### LAND COMPANIES.

| | | | | | |
|---|---|---|---|---|---|
| 4,000 | 3,000 | all | 60 | Colaba Land Co..... | 1,130 |
| 7,500 | 150 | all | ... | Freze Land & Pier Co. Ld | 80 |
| 3,000 | 1,000 | 900 | 20 p.c. | Managon Land ..... | 550 |
| 6,000 | 1,000 | all | 10 p.c. | Port Canning Land Company, Limited ..... | 225 |

### GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic for the week ending 13th May, 1876.

Open 1,278½ Miles.

| | Rs. | a. | p. |
|---|---|---|---|
| Coaching ..... | 88,490 | 0 | 0 |
| Merchandize..... | 3,85,639 | 0 | 0 |
| Telegraph ..... | 638 | 0 | 0 |
| Municipal Trains ..... | 362 | 0 | 0 |
| Total Rs..... | 4,75,059 | 0 | 0 |

Corresponding week last year, open 1,278½ miles.....Total Rs..... 4,68,355 8 6

Increase Rs..... 14,703 7 6

### BANK OF MADRAS.

THE following is the Statement of the affairs of the Bank of Madras on 18th May, 1876 :—

| LIABILITIES. | Rs. | a. | p. |
|---|---|---|---|
| Capital ..... | 50,00,000 | 0 | 0 |
| Public Deposits..... | 1,01,39,343 | 9 | 3 |
| Other Deposits ..... | 69,15,587 | 11 | 10 |
| Cash Credits..... | 4,22,465 | 13 | 6 |
| Post Bills ..... | 36,352 | 11 | 7 |
| Reserve Fund ..... | 4,31,250 | 0 | 0 |
| Rs. | 2,29,44,929 | 7 | 2 |

| ASSETS. | Rs. | a. | p. |
|---|---|---|---|
| Silver & Notes..... | 1,02,46,795 | 7 | 8 |
| Govt. Securities..... | 35,55,103 | 9 | 0 |
| Loans ..... | 2,12,898 | 3 | 4 |
| Account of Credits ..... | 11,17,351 | 3 | 0 |
| Immovable Bills discounted ..... | 36,07,795 | 15 | 11 |
| Dead stock ..... | 2,99,984 | 8 | 8 |
| Bills of Exchange..... | 15,06,409 | 8 | 0 |
| Due by other Banks..... | 4,73,761 | 0 | 0 |
| Rs. | 2,29,44,929 | 7 | 2 |

# SHIPPING INTELLIG

THE ship LADY DUFFERIN, 1,299 tons, Fees, will sail to-day for Galle in ballast.

THE B. I. S. N. Co.'s s. s. ASSYRIA, 969 to C. Heasman, sailed yesterday for Kurrachee in ballast.

THE SHIP ALDERGROVE, 1,270 tons, Captain Hulbertan, will sail to-day for Liverpool, with a cargo of 8,700 bales cotton, 1,440 cwts linseed, and 5,291 cwts coir yarn.

SHIP FLYING VENUS, 1,659 tons, Captain C. Robertson, will sail to-day for Liverpool with a cargo of 6,055 bales cotton, 12,668½ cwts. linseed, 390 cwts rapeseed, 1,669 cwts. hemp and 1,048 cwts. horns.

THE SHIP PHINEAS PENDLETON, 1,295 tons, Captain A. H Nichols, will sail to-day for Havre with a cargo of 4 950 bales cotton, 12,175½ cwts linseed, and 1,000 cwts pepper.

THE s. s. BERGIN, 928 tons, Captain P. Boe, sailed yesterday for Havre via the Suez Canal, with a cargo of 4,522 bales cotton. 4774½ cwts linseed, 461½ cwts hemp, and 1585 cwts coffee.

THE B. I. S. N. Co.'s s. s. CALCUTTA. 548 tons. Captain T. P. Nailer, sailed yesterday for Persian Gulf via Kurrachee, with a general cargo and the following passengers :—Col. Mrs. and Miss. Nicholett and two servants, Miss. Rose and servant, and forty-nine deck passengers.

CONCERNING the s. s. Kurrachee the *Indian Daily News* supplies the following information :—By telegram from Chittagong, we learn that the British Indian Steam Navigation Company's steamer Kurrachee has not yet fallen a prey to the sea ; though, unfortunately, there has been some loss of life. Our former telegram represented the loss of the vessel as almost inevitable. We now learn that she has actually been saved ; but that the first and third officers have been drowned. Since the above was in type we are glad to hear from the agents that the Kurrachee got off unexpectedly on Saturday from the shoal where she struck, and arrived safely at Chittagong on Sunday afternoon. Ship passengers, cargo and all well. The Kurrachee proceeded on her voyage to Akyab yesterday. The first and third officers were drowned while bathing.

### ARRIVAL.

| May. | Vessels. | Commanders | From. |
|---|---|---|---|
| 19 | Goa (s)..... | Avern..... | Calcutta. |

### DEPARTURES.

| May. | Vessels. | Commander | Destinations. |
|---|---|---|---|
| 19 | Persia (s)..... | Rose ..... | Havre. |
| | Assyria (s) ..... | Heasman ..... | Kurrachee. |
| | Calcutta (s)..... | Nailer ..... | P. Gulf via Kurrachee. |

The following vessels obtained their port clearances yesterday :—
Ship Lady Dufferin, Fees, to Galle.
Ship Phineas Pendleton, Nichols, to Havre.
Ship Aldergrove, Hulberton, to Liverpool.
Ship Flying Venus, Robertson, to Liverpool.

The following vessels were entered out for loading yesterday :—
Steamer Vingorla, to K Coast and Kurrachee.
Ship Gainsborough, to Calcutta.

### MADRAS.

ARRIVALS.

| May. | | | |
|---|---|---|---|
| 16 | Kingdom of Saxony. | ..... | Masulipatam. |
| | Canada ..... | ..... | Mauritius. |

### DAILY IMPORTS.—MAY 19.

FROM LIVERPOOL.

Celia s—3 packages wall paper, Tyabally Surufally.
Vixen s—250 bundles sheet iron, Tyabally Essoofally.
Trentham Hall s—63 bundles iron, Tyabally Fazoofally.
Timor s—2 239 bars iron, Lookmanjee Pbramjee.
Brankcome Hall s—78 kegs iron nails, Hasamally Lalimeya ; 50 boxes tinned plates, Allybhoy Mahomedally.

FROM LONDON.

Abydos s—20 cases paper, Bhicoo Sazba and Co.
Rajpoot—100 cases brandy, Jamsetjee Nowrojee.
Timor s—60 kegs iron nails, Hasamally Lalimeya.
Marlborough—20 cases bird shots, Mamedally Lookmanjee.
Cornwallis—264 cases window glass, Abdoolally Noorbhoy.
Galatea s—5 casks hardware, Esmailjee Essoobhhoy.
Timor s—8 kegs iron nails, Hasamally Lalimeya ; 6 cases clocks, Merwanjee Cursetjee ; 24 cases brandy, Nowrojee Ardaseer and Sons ; 100 tubs lead and one cask hardware, A C Dady and Co ; 3 bales printing paper Shapoorjee Cowasjee ; 61 cases eau de cologne, H Clason and Co.

FROM BORDEAUX.

Batavia s—50 cases brandy, C Bonnevialle and Co.

### DAILY EXPORTS.—MAY 19.

FOR LIVERPOOL.

Kherwane—342 bags myrabollams, Jetha Pursotum ; 600 bags myrabollams, Soorjee Jewandass.
Britannia—102 bales cotton, Lyon and Co.
Clarissian—300 bales cotton, Gaddum and Co ; 125 bales cotton, Vinay and Co ; 200 bales cotton, Stearns, Hobart and Co ; 500 bales cotton, Nusserwanjee Manuckjee and Co.
Khorsandi—45 bales cotton, Sewjee Lalljee ; 180 bales cotton, Venchund Joytadass.
Hospader—55 bales cotton, Bunichund Fuckerchund.
Cape Comorin—160 bales cotton, Goculdass Callianjee ; 226 bales cotton, Campbell, Mitchell and Co ; 1,000 bales cotton, Nurseo Keeowjee and Co ; 500 bales cotton, Nusserwanjee Manuckjee and Co ; 150 bales cotton, Khetseedass Hurmukhsee.
Stornaway—31 bales rags, Ryaee Jewraz ; 47 bales cotton, Lalljee Ludha ; 100 bales cotton, H Clason and Co.
Sierra Morena—400 bales cotton, Lyon and Co.
Zampa s—98 bales cotton, Mooljee Jaitha and Co ; 100 bales cotton, Bhimsee Jaitha ; 50 bales cotton, Jules, Siegfried and Co.
Vixen s—24 bales wool, Goolamhoosen Currimbhoy ; 1 bale cotton, Govindjee Sengance ; 80 bales cotton, Vurdhmal Poonmal ; 200 bales cotton, Rogonmull Ramchunder and Vussonjee Dewchund ; 50 bales cotton, Volkart Brothers 400 bags wheat, Knoop and Co ; 60 bales cotton, Greaves, Cotton and Co.
Celia s—30 bales wool, Bhimjee Canjee ; 75 bales wool, Ebram Nurdin and Co ; 50 bales cotton, Askern Khenjee ; 99 bales cotton, Rungildass Kimbalal ; 20 bales cotton, Mooljee Moolji ; 13 bales cotton, Rutigee Dowlutjee ; 25 bales cotton, Alladinbhoy Dawjeebhoy ; 91 bales wool, Rogonmull Ramchunder ; 50 bales wool, Lillachur Govindjee ; 33 bales wool, Vussonjee Jewraj ; 44 bales hemp, Veerjee Jairam ; 53 bales cotton, Currondas Wensey ; 25 bales cotton, Jairazbhoy Peerbhoy ; 50 bales cotton Esmail Peeradeena.
Brankcome Hall s—120 bags mustard seed, 73 bags turmeric, and 10 bags hinaa, Antoba Ewanjee ; 55 bales cotton, Morarjee Hurry ; 200 bales cotton, Wallace and Co ; 400 bales cotton, Gaddum and Co ; 128 bales cotton, Vurjiall Luchmeedass.
Tenedos—29 bales wool, Ruzubally Alliruza ; 11 bales wool, Sejee Premjee ; 86 bales cotton, M C Ebram ; 50 bales cotton, Amerchund Callianjee.

FOR LONDON.

Bokhara s—16 cases cardamom, Kessowjee Jadowjee ; 50 bales cotton, Knoop and Co ; 15 bales hides, Esmail Peradeena ; 9 bales hides, Ahmed Fazel ; 3 bales hides, Dhrumsey Vellejee ; 2 cases mother of pearl shells, Peerbhoy Ameer ; 4 bales carpets, Chooni'all Munmchundass ; 20 bales skins and 18 bales hides, Shaik Oosmanally Turagon Nagoor Meera and Co ; 41 bales hides and skins, Fuckrr Mamed Chanlee Abboo Salacoo and Co ; 22 bales hides, Hasum Noormomed ; 4 cases fishmaws, Joomabhoy Lalljee.

FOR HULL.

Windsor—1,300 bags linseed, Ralli Brothers.

FOR BREMERHAVEN.

Electra—150 bales cotton, Ritchie, Steuart and Co.

FOR HAVRE.

A S Davis—88 bales hemp, Tyabjee ; 500 bales cotton, Gaddum and Co ; 50 bales cotton, W and A Graham and Co.
Bokhara s—100 bales cotton, W. Nicol and Co.

FOR MARSEILLES.

Timor s—1,000 packets wheat, Ralli Brothers ; 650 bales cotton, Gaddum and Co.

FOR DUNKIRK.

Monte Moro s—2,100 bags linseed and 666 bags rapeseed, Volkart Brothers.
Marathon—3,000 bags linseed, Volkart Brothers.

FOR VENICE.

Ceylon s—400 bales cotton, Knoop and Co ; 175 bales cotton, Peel, Cassels and Co ; 450 bales cotton, Gaddum and Co.
Geelong s—100 bales cotton, Finlay, Scott and Co.

FOR GENOA.

Australia s—677 bags wheat, Ralli Brothers.

FOR TRIESTE.

Lord Eslington s—275 bales cotton, Knoop and Co.

# MILITARY INTELLIGENCE

ARRIVALS.—MAY 18.

Astley, Lieut, Bengal 11th Regt, on leave, from Jubulpore.
Tuthill, Lieut, Bengal 4th Hussars, on sick leave, from Rawul Pindee.

DEPARTURES.—MAY 18.

Beatly, Surg Major, Bombay I M D, on duty, to Poona.
Saunders, Capt, Bombay R A, on leave, to Matheran.
Day, Captain, Bombay R A, on leave, to Matheran.

## MADRAS GOVERNMENT ORDERS.

*(Fort St. George Gazette, May 16.)*

JUDICIAL DEPARTMENT.

The undermentioned Officers have obtained leave of absence from their stations :—

Mr J W Reid, Dist and Sessions Judge of North Malabar, privilege leave for two months and twenty-four days, from the 23rd May 1876, under Sec 21 of the Civil Leave Code.

Mr J H Nelson, Dist and Sessions Judge of North Tanjore, privilege leave for three months, from the 5th June 1876, under Sec 21 of the Civil Leave Code.

Mr R P Campbell, Mar of Police for the Town of Madras, privilege leave for three months, from or after the 1st June 1876, under Sec 12, Supplement P to the Civil Leave Code.

Capt R G Hodgson, Asst Supt of Police, Malabar, to act as Supt of Police, Madura, during the absence of Capt F Kilgour on private leave or until further orders.

Capt Charles Edward Lorraine Eastall to act as Supt of Police, Jeypore, from the date on which he delivered over charge of office as Agency Special Asst to the Agent to the Govr of Fort St George in Vizagapatam, during Capt J S Blaxland's employment on other duty or until further orders.

Mr Jay Thornton Rose, Asst Supt of Police, Vizagapatam, and Actg Supt of Police, Jeypore, to act as Asst Supt of Police, Ganjam, during the employment of Capt W J Dickance on other duty or until further orders, to have effect from the date of his being relieved by Capt Eastall.

Mr Frank Theodore Bagshawe to be Probationary Asst Supt of Police in Madura, to join on being relieved of his present duties in the Revenue Dept.

Surgn Henry Hammond Smith to act as Zillah Surgn, Salem, during the employment of Surgn-Maj B E Pearce on other duty or until further orders.

Under the provisions of Act IV of 1871, Sec 33, the Coroner of Madras has, with the previous sanction of Govt, appointed Surgn Arthur Luke Hackett to act for him as his Depy in the holding of Inquests.

REVENUE DEPARTMENT.

Mr C G Master, Collr and Mag of Ganjam and Agent to the Govr of Fort St George in that Dist, having reported his return from furlough and arrival at Bombay on the 10th inst, is granted the usual subsidiary leave to enable him to rejoin his appointment.

Mr W M Thorburn, Asst to the Collr and Mag of the Kurnool Dist, furlough for two months on medical certificate, under Sec 11 (b) of the Civil Leave Code, in extension of the furlough granted him in the "Gazette" of the 2nd inst.

His Excellency the Govr in Council has been pleased to make the following appointments :—

Mr Herbert Rice to act as Sub-Collr and Joint Mag of Tinnevelly, during the absence of Mr W H Olemy on privilege leave, without prejudice to his own duties as Actg Head Asst to the Collr and Mag of that Dist.

MARINE DEPARTMENT.

Mr W H Bartlett, Second Asst Master Attendant, Madras, to be Master Attendant at Cochin. This cancels the appointments of Messrs Grigg and Rowland notified in the "Gazette" of the 14th March 1876.

Mr C H Rowland, Master Attendant, Vizagapatam, to act as Second Asst Master Attendant, Madras, until further orders.

PUBLIC WORKS DEPARTMENT.

Capt R R E Brockman, R E, Ex Engr, 2nd grade, to be Dist Engr, Tanjore, during the absence of Lt Col Oakes or until further orders.

The following postings is ordered :—

Mr R H Pringle, Ex E gr, 4th grade, to South Canara as Dist Engr, vice Mr Lawford, to join at the public expense.

The services of Lt R W Cotter, R E, are placed at the disposal of the Mily Dept.

Adverting to the Notification in this day's "Gazette" posting Mr Pringle to South Canara as Dist Engr, the leave granted him in the "Gazette" of the 28th March 1876 is hereby cancelled.

FINANCIAL DEPARTMENT.

Under the provisions of Sec 7 and 8 Act III of 1871 (the Towns Improvement Act), the Govr in Council hereby appoints Mr J T Millet, Asst Supt of Police, to be a Town Cmsr, for carrying

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these special inducements to go, and when a dozen *do* leave the service, why, there are a dozen men nearly as old to take their places. We do not blame a man for being old, or superannuated, far from it; but it is impossible, on the other hand, to admit old age and failure of powers as a claim to such a responsible post as that of commandant of a native regiment. Why, we understand that one of the native corps costs the country something like four and twenty thousand sterling a year, and if the officer who commands it is not of such a calibre as to give the country full value for all this money, then the thing becomes an extravagance. It would be cheaper to pension *all* the old Colonels than to employ them, and anything would be better than to permit them to remain, as they now remain, in command of native regiments, simply until such time as they have put in their full number of years' servitude for their Colonels' allowances. An old gentleman who has nothing to think of but to count the days up to the date when he shall become entitled to a pension of £1,100 per annum, is no fit commanding officer of native soldiers, and it seems an extraordinary mistake that the miserable scale of pensions *outside* the service should be permitted to have the effect of practically pensioning men *in* it.

If it is intended to keep up the present organization of the Native Army, it will be well —nay more, it is most important—to root out senility and to give regiments officers of the age and rank originally contemplated. A Lieutenant Colonel, a Major, and a Captain were all competent to command the irregular regiment, and there were no field officers in such appointments as squadron or wing commands. Subalterns and Captains filled these. In fact, if such hard work, and active work, as falls to the lot of a squadron or wing officer is to be duly performed, the man must be a *young* man to whom it is entrusted. It is absurd to saddle it on the back of one who has been long enough in India to be a Lieutenant Colonel or a Colonel. The individual, whoever he was, who originally devised the present organization if the Native Army, could never have ventured to recommend it as that organization now is. However, things are permitted to slide so coolly in India that no one seems to be aware or to care of the great departure that has occurred from the original plan of organization. But it is a very serious affair for all that, and the sooner its importance is recognized the better. The principal thing to be done is to pension *all* the old officers out of the Native Army at once, and to take measures thereafter to provide against senility in the future. Money—and money well spent—will do the first, and better pensions than those of 1798 will do the second. Younger and more active men than those of the highest grades are sadly wanted in the Native Army, and every day the evil of senility is postponed, that evil grows greater.

It has been said that the qualifications requisite for the command of a native regiment of the right stamp are very exacting, and that the men wanted are anything but abundant. Now, this is because civil employ attracts all the more ambitious military officers to itself, and a good deal of the abilities also. If there was no such thing as civil employ, and if service with native regiments was attractive to Subalterns and Captains, as it would be if they had their rights,—that is to say squadron and wing commands, the man of judgment, vigour and discretion would not be wanting for regimental command, and the Native Army would be a hundred times more efficient than it now is. There are exceptions, of course,—regimental exceptions—under the existent system, and it is well there are such to cover, in a measure, the blots of the whole. And why? Because there are exceptional men. One meets in India occasionally a veteran who is young —a man of over thirty years service who can ride, shoot, play cricket, or swim against men young enough to be his sons, and a man of this stamp is sure to make the best of the present organization, and to command his regiment well, but it would insult the intelligence of the reader to say that these men were the rule and not its exceptions. Others have lost nerve, sight, and vigour, mental and physical, and are much too old for their offices. "Adjutants' regiments," which are so often talked about in military circles, are unpleasant commentaries on these facts, and we can hardly conceive anything more dangerous or improper than the practice here alluded to. However, it is mainly dependant upon the indifference to the condition of the Native Army displayed by the India Office. It owes its existence to that. For, of course, if the India Office chooses to fill up native regiments with Colonels much too old for their work this thing must sometimes happen, though, let us hope, not so often as is mentioned in society.

## THE DECCAN CHORD LINE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In my last letter I pointed out that there are more routes than one by which the two extensions of the G. I. P. Railway could be connected. I have now, by your permission, to offer a few remarks upon the traffic which it might expect to carry. The through passenger traffic from Nagpore and Jubbulpore to the Madras side would probably not be very much increased; and it is difficult for any one not intimately acquainted with the accounts of the G. I. P. to say how far the through goods traffic would be improved. But it may be presumed that the line which gave the shortest distance from Munmar to Madras would be the best as regards both these sources of income, especially if it had also the easiest gradients. Now, taking Munmar as a common starting point, and Shahabad as a place—all three lines must get through—we find the distances stand as follows : *via* Ahmednuggur and Dhond, about 336 mile with bad gradients ; *via* Aurungabad and Sholapore, 312 miles with very easy gradients ; *via* Aurungabad and Hyderabad, 473 miles, of which we know that 75 miles, from Munmar to Aurungabad, are easy enough and 128 miles—viz the constructed line from Shahabad to Hyderabad, but middling. On the remaining 270, I, at any rate, can offer no opinion. It is sufficiently obvious that the Aurungabad and Sholapore route would be the cheapest along which to convey any traffic between places N. E. of Munmar and places S. E. of Shahabad, say, Warora coal to Raichore.

The next point to consider is the local traffic. I doubt if any station between Dhond and Ahmednuggur except Kolgaum and what would probably be called Shrigonda Road, (about 10 miles north of Dhond) would pay working expenses. For the greater part of the way to the first station from Dhond, the native exporters would certainly prefer to take their goods to Dhond at once, and the country from that to Nuggur is poor. Nuggur itself, of course, would give a good deal of traffic ; and so probably would the villages lying on or near the 85 miles of line between it and Munmar.

This, however, would be merely the produce of a narrow belt of country. The talookas lying between the line and ghauts will always find it pay better to send their produce down the passes direct to Callian and Bhewndee than to cart them twenty miles in the opposite direction to that of their market in order that they may then get to it by a costly circuit. And the hundreds of carts laden with cotton, the thousands of bullocks bearing grain, that come from Hingolee, Nagder, Pathre, and even more remote parts of the Nizam's dominions, taking two months to get to the sea, and two more to get back, will no more deposit their loads at the stations of the chord line than they now do at Talegaum, where their route touches on, and for 20 miles accompanies the G. I. P. R. They begin their journey as early in the season as the produce is fit for packing ; they get home again, many of them, no earlier than the middle of May, with return loads, generally of salt in the case of the bullocks ; piece goods, metals, and other European imports in that of the carts. The paltry fortnight or 16 days' journey between Ahmednuggur and Panwell or Bombay, is a bagatelle to them, already trained and hardened by a much longer march over much rougher roads. To their consignors and consignees, it may be presumed their services cost less per mile than those of the iron horse ; and the saving of time which would be effected by their making Ahmednuggur a terminus would be much smaller than might be supposed. A bag of grain, for instance, booked at Ahmednuggur by goods train, would be a very lucky bag if it got to the consignee in Bombay within fifty hours

* Bagaries here Road-travellers' baggages from the villages in the next village where they are delivered by others who go on to the next, village and so on.

# MR. E. M. WALTON,

## SURGEON DENTIST,

12, RAMPART ROW.

# DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

COHN—May 15th, at No. 2, Little Russell Street, Calcutta, the wife of Mr. Hermann Cohn, of a son.
DAVIDGE—May 12th, at Naini Tal, the wife of Surgeon-Major G. A. Davidge, A. M. D., of a son.
KEEANS—May 14th, at Jullundur, the wife of Surgeon-Major Keanes, 81st Regiment, of a son.
RIVETT-CARNAC—May 15th, at Rectory Lodge, Mussoorie, the wife of Captain Stirling Rivett-Carnac, 11th (Prince Albert's) Hussars, of a daughter.

DEATHS.

BOOTH—May 9th, at Sialkot, Bazar Sergeant Josiah Booth, of Sialkot, aged 60 years.
PITMAN—May 11th, at Sitapur, Sergeant Silas Pitman, E. Battery 19th Brigade R A, aged 38 years.

# The Bombay Gazette.

## SATURDAY, MAY 20, 1876.

THE announcement of the death of Colonel Meadows Taylor, C. S. I., which Reuter's telegram publishes this morning, will be received with great regret throughout the length and breadth of India. He was distinguished as a soldier, magistrate and a literary man, but it is in the last character that his name has become so familiar to the present generation. He was born at Liverpool in 1809, where his father was a merchant and where he was articled to a firm for seven years, his father intending that he should follow the same vocation as his own. Before young Taylor had served two years in Liverpool he was offered, in 1824, a clerkship in the office of a Bombay firm, which he accepted, but when he reached Bombay he found that the firm was in difficulties ; but owing to the friendly assistance of Mr. Newnham, then Chief Secretary to the Bombay Government, Mr. Taylor adopted a new line of life altogether and entered the military service of the Nizam. Two or three years later he became a Lieutenant in the 6th Regiment, Bengal Infantry, stationed at Aurangabad. By studying closely the native languages Lieutenant Taylor was appointed to a lucrative and responsible civil post which, however, he was obliged soon to relinquish, as Bengal civilians were only allowed to hold such appointments. In 1832, Lieutenant Taylor assisted in the proceedings then being taken against the Thugs in the Deccan, and it was from his experience in these proceedings that he compiled his "Confessions of a Thug," the publication of which created a great sensation and at the same time raised its author to a very high position in the literary world. We can only now glance at his distinguished career and must, therefore, pass on to the year 1842 when, with the rank of Captain, he was appointed Political Superintendent at Shorapoor, and where he was, from the troubled condition of affairs in that State, called upon to display the tact and discretion which distinguished him and which soon restored peace and order in the State. This office he held till 1853, having had the exclusive management of the affairs of the Shorarpoor State during the minority of the young Raja who attained his majority in that year. Captain Taylor in that time subdued the lawless tribes of Beers and greatly increased the revenues of the State. Captain Taylor was next appointed Deputy Commissioner of Nuldroog, one of the Assigned Districts, and in his leisure hours wrote "Camp and Cutcherry," and he wrote besides for several periodicals and learned societies in England and Ireland, and acted for twenty years as special correspondent of the London *Times*, discussing in his letters to that journal a variety of public questions relating to India. From Nuldroog Captain Taylor was removed to Berar, which province he held charge during the Mutiny in 1857-58 without having any European troops near him, and at the same time he was able to afford material assistance to General Whitlock's column, enabling him to march to Nagpore. In 1860 Captain Taylor went home on medical certificate, his health having been much broken by his close attention to his duties and hard work. On his departure he received a long Mahratta complimentary address. His impaired health prevented him from again taking service in India and he accepted the pension of a full Colonel and devoted himself to literary pursuits. It was during this period that he produced "Tara," "Seeta," "Ralph Darnell," The Student's "Manual of the History of India," eight volumes descriptive of the "People of India," and his last work, just completed, "The Noble Queen." In 1869 Colonel Meadows Taylor, by special direction of the Queen, received the distinction of Companion of the Star of India. He was, owing to failing health, advised to spend last winter in India but he did not derive much benefit from the change. In the middle of the month of March last he left Bombay to return home and has now died in his 67th year, full of honours gained chiefly by his pen ; but he will be also remembered in India as one of the most distinguished servants of the East India Company and of the Crown, and had his health permitted

# SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

## SIMLA NEWS.

SIMLA, 19TH MAY.

There will be a Ball at Peterhoff on the 30th inst.

The Nawab Diler Jung, a member of Sir R. Temple's Legislative Council, and son are expected at Simla to-morrow.

A considerable quantity of rain has fallen and the weather is cold and bracing.

[REUTER'S TELEGRAMS.]

## INVESTITURE OF THE ORDER OF THE BATH.

LONDON, 18TH MAY.

The Queen to-day held an investiture of the Order of the Bath at Windsor Castle, at which Sir Bartle Frere was invested with the Grand Cross of the Bath.

Her Majesty also conferred the dignity of Knight Commander of the Bath upon Lord Suffield.

OBITUARY.—Colonel Meadows Taylor.

## THE BERLIN CONFERENCE.

LONDON, 19TH MAY.

France and Italy have notified that they adhere to Prince Gortschakoff's memorandum. England, however refuses to join.

## THE MEDITERRANEAN SQUADRON.

The British Squadron in the Mediterranean has been ordered to proceed to Besika Bay and the German Baltic Squadron proceeds thither next week.

## THE FRENCH AMNESTY BILL.

PARIS, 19TH MAY.

The National Assembly has rejected M. Rasspail's amnesty motion.

LONDON, 18TH MAY.

The Liverpool Cotton Market to-day closed unchanged. Surats quiet but steady.

The London Cotton Market to-day closed quiet but steady.

Fair Dhollera..... 4½d.

Piece Goods—The Manchester Market has been unchanged.

Shipment of specie to Bombay ...£58,000 in silver.
Do. do. Calcutta ...£63,000 „

The sum of £143,000 has this day been paid into the Bank of England.

The Bank of England returns for the week ending yesterday show the following results :—

Reserve of Notes ....£12,875,000....Inc. £312,500
Bills Discounted ....£17,250,000....Dec. £750,000
Bullion .....£26,562,500....Inc. £250,000
Proportion of the Reserve to the Liabilities, 49½
Discount on 6 months' sight Indian Bills...2½
Bar Silver..... 52⅞.
5 per cent. French Rentes 1872 .. 105½
Exchange on India ... ... ... 1s. 8¼d.
4 per cent Rupee Paper ..... 85½
4½ per cent do. ..... 86
5½ per cent do. ..... 89

## STEAMER REPORTS.

GALLE, 19TH MAY, 9-40 A.M.

Steamer Nizam, from Aden, arrived.

GALLE, 19TH MAY, 10-25 P.M.

Mail steamer Thibet, from Bombay, arrived.

## WEATHER REPORTS.—19TH MAY

CANNANORE, 5 P.M.—Weather cloudy, wind N., thermometer 86.

CARWAR, 5 P.M.—Weather hazy, wind. N.W. 5, thermometer 85, barometer 30·1.

MANGALORE, 5 P.M.—Weather fine; wind N. W., ther. max. 88, min. 80, W. B. 84, baremeter 29·84.

TUTICORIN, 5 P.M.—Weather fair, wind S. E. strong, thermometer 90, barometer 29·84.

VINGORLA, 5 P.M.—Weather cloudy, wind S. W. strong, thermometer 95.

THE fall in the price of Government Paper at Calcutta in the first two days of this week is, we are told, mainly caused by greater difficulty in getting accommodation to take up continuously maturing time bargains.

A LETTER from the Political Agent, Cutch, to the Bombay Government, dated 12th May 1876, reports that a slight shock of earthquake was felt at Ghudsisa, Rajpur, Dhunna, and two or three other villages in the same direction, about thirty miles North-West of Bhuj, at 11 A.M., on the 2nd instant, accompanied by a slight rumbling noise.

A MADRAS paper publishes news from Tuticorin [illegible] poly that [illegible] the failure of the District [illegible] Tuesday morning. [illegible] of saving embossed [illegible] to him in the [illegible] ration of his pre- [illegible] the Magistrate dealt with [illegible] ly, and sentenced him to two [illegible] sonment, and a fine of Rs. 500, [illegible] go six months' further simple [illegible].

[illegible] I may [illegible] some time there are something like [illegible] Royal carriages" in the carriage shed of [illegible] Howrah premises of the East Indian Railway. [illegible] all are decidedly well fitted, and are a credit, no [illegible] attention to their construction. But [illegible] to what may be said [illegible] what, we would ask, says [illegible] *News*, in the interests of [illegible] the debit entry on their [illegible] afraid to venture on an [illegible] most of these carriages, but, [illegible] little boxes, it cannot be much [illegible] each. The carriages are not [illegible] twice a year as a rule. The [illegible] the total sum disappears of [illegible] stem of "Simla exodus debtor [illegible].

[illegible] w York of April 8th state [illegible] reported to the Senate of the [illegible] very likely to become law, [illegible] ge of 412·8-10 grains of silver [illegible] standard, 9-10ths fine) into a [illegible] is to be legal tender to the [illegible] in any one payment, but is [illegible] duties on imports, and will [illegible] at least be legal tender for [illegible] interest on the [illegible] ted States debt. The Bill is [illegible] in reality the entering wedge for the restoration [illegible] of the double standard. If the proposed measure [illegible] becomes a law and takes with the people it will [illegible] be easy for a succeeding Congress to make silver [illegible] the practical standard of the country, and even [illegible] the creditors of the Government may esteem [illegible] themselves fortunate if they escape payment in [illegible] the depreciated metal.

THE time when we may expect to hear of the arrival of the Grosvenor party at Bhamo is reckoned by the *Pioneer* in the following extract from that paper :—Yong-chang-fu, which the Yunnan Mission under Messrs. Grosvenor and Baber had all but reached by [illegible] 25th of last month, lies between Talifu and [illegible] mein, and is about four days' march from the latter place. Five or six days more should bring them to Manwyne, and then their way lies across the Kakhyen hills to Tsitkaw, and down the river Tapeng to Bhamo, where Captain Cooke will be most unfeignedly glad to see them. We may expect to hear of their arrival there almost every day, and should certainly have heard of their meeting with the escort by this time. A margin must be allowed, however, for delays caused by the rain, and perhaps by some amount of opposition on the part of the Kakhyens.

A ROBBERY was perpetrated at Fern Hill Ootacamund, a few days ago, of an extensive and daring character. Col. Malleson left a box containing bank notes and jewellery to the value of about Rs. 2,500, near the window of his dressing room. While he was dining, a servant came and informed the Colonel that the box was gone. The window had been left open. The police were immediately sent for, and a search made [illegible] property. The box was found [illegible] house, broken open, and a lot of valuable papers that had been in it were strewn on the ground. Some of the servants were suspected, and the police took care to let all of them understand that the numbers of the lost notes were known. The following morning the whole of the missing property was found on a seat of the carriage. The thief had evidently become afraid of detection. The police had probably arrived before he had had time to take the booty away to a safe place.

ABOUT two months ago, we read in the *Lucknow Times*, a party from the Garrison Instruction was out surveying towards Chinhat. Lieut. Ryland, of the 11th Regt., in attempting to swim across the lake, either became entangled in the weeds or was affected by the sun, so that he became quite helpless, and was in imminent danger of drowning. Four natives of village Katwa, with great promptitude, swam some three quarters of the distance across the lake to his rescue, and brought him insensible, but safe to shore. After some twenty minutes, by the means of stimulants, Lieut. Ryland was brought to again. Were such an institution as the Humane Society in existence in this country, there is no doubt these natives would have received the medal. The matter having been brought to the notice of Sir George Couper, he has ordered a reward of fifty rupees to be paid to each of the four men who saved Lieut. Ryland from drowning, and has further presented each of them with a commendatory *perwanah*, acknowledging his appreciation of their gallant conduct.

WE learn from the *Madras Times* that the Madras Government have recently ruled that all known officials of Districts should be permitted to inspect, without let or hindrance, and without obtaining previous permission from the Public Works Department authorities, public buildings in course of construction in their several districts. This order has resulted from a reference made by Mr. Whiteside, Collector of the North Arcot District, who represented to the Board of Revenue that the District Engineer, Captain Pennycuick, refused to reprimand a lascar, of the Public Works Department, who zealously refused to permit a Tahsildar to inspect a Cutcherry in course of construction for his (the Tahsildar's) use. Captain Pennycuick was desirous that in each instance previous permission should be obtained. This, however, the Board of Revenue, to whom a reference was made by Mr. Whiteside, did not consider necessary, and the Board submitted the correspondence for the information and orders of Government, who have passed the above ruling, directing its circulation throughout the Presidency for the future guidance of all officials.

REGARDING the death of M. Lamouroux, announced by telegram yesterday, the *Indian Daily News* says :—We regret to have to record the death of a gentleman well-known in Calcutta, and whose familiar face will be missed from the places of general resort, and his loss more severely felt amongst a numerous circle of friends. We refer to Monsieur Lamouroux, the Italian Consul General for Calcutta, and the agent for the Messageries Maritimes. M. Lamouroux was *en routs* to Mussoorie, where he intended to spend a short time during this trying season. He left Calcutta on Tuesday, and feeling unwell at Allahabad, stopped there for two days ; on Saturday evening he continued his journey, but had again to leave the train at Etawah, suffering from strong fever, and died at 10 o'clock on Sunday morning from apoplexy. His remains were interred on the evening of the same day. Mons. Buralau, a member of his firm, accompanied him on the journey from Calcutta, and was happily able to pay him every attention possible to the last. This sad result of what was hoped and expected to be a trip of pleasure and health, has fallen very severely upon the friends of the deceased, who was full of kindly feeling and hospitality.

A CURIOUS disease, called the new disease, lately manifested itself in the Madras Presidency. The symptoms are a tingling sensation in the toes and soles of the feet which rapidly extends upwards producing fatal results in a very short time, unless measures be taken at once. The natives adopt as a remedy a mixture which is very characteristic ; they administer the undigested and unassimilated food-contents of a goat's stomach, which is reputed to be a sovereign cure. Two cases, one of a woman and the other a man, came recently under the treatment of a medical man in Madras, who applied his own remedies with complete success. His report to the *Madras Mail* on these two cases concludes as follows :—"From these two cases I think this disorder to be a form of the Dengue in which the spinal column is the first to suffer as in Meningitis. Whatever it may be I am not prepared to affirm, but with regard to the mode of treatment there can be, I opine, little dispute. A combination of quinine and prussic acid, or opium and chloroform, premised by a sharp emetic according to existing indications seems to be the most proper course to pursue. It is said that the sequlæ of this disorder is lockjaw, but I have not yet observed it ; if it be so, I shall let you know. From what I can judge, I do not think this type of disease fatal, though requiring prompt treatment ; and if these two cases can be accepted as any criterion to be guided by, I think it will be allowed that symptoms of not very serious a nature presented themselves. The idea seems to have got abroad among the ignorant native community that this disease is terribly fatal, the consequence of which is that a panic exists among them in some parts of the town. In the interests therefore, of the public, I have thought that the communication of my experiences may tend to allay alarm."

THE law of the jails is, if the following paragraph from the *Pioneer* is to be relied on, more potent than the law of the land :—"It is not so generally known as it ought to be, that after a prisoner has been committed by a magistrate, tried by a court of session, and sentenced to transportation for life, and after his sentence, if appealed against, has been upheld by the High Court, there is yet a court of revision which may undo all the work of all the apparatus of justice. This potent tribunal, like others better known to history, is in appearance very insignificant. It is called a life convict's committee ; it is usually composed of the superintendent of one of the central jails, and a more or less grey-haired junior civilian deputed by the magistrate of the district in which the central jail may happen to be ; and it sits—or, as often as not, stands—under the archway of the jail gate. The life convicts are paraded ; the doctor looks at them one by one, and says a word or two to his junior colleague ; a note is made in the margin of a portentous looking *nuksha* ; and on the result of this note it depends whether the sentence of the law is carried out, or an illegal sentence substituted. It seems that some few years ago a Governor of the Andamans took fright at what he considered an excessive mortality among his interesting charges ; and the Government of India, on the motion of this official, directed that sentences of transportation for life should be commuted, if a committee held by the Superintendent of the Jail reported that the prisoner was too old, or otherwise unfit to be transported. The limit of age was fixed at forty, and a prisoner past that age is not allowed to go. There is yet another secret tribunal at Calcutta which revises the sentences of the local court of Arches, or Supra-High-Court ; and we have heard of convicts being sent back from the Andaman Islands by the sole authority of the Governor.

A SERIOUS charge against an attorney has been made in Calcutta ; nothing has been done in the matter, as far as convicting the offender is concerned, though the case seems to have passed through a sort of whirlpool of lawyers, and has nearly sunk to the bottom. The Calcutta *Statesman* tells us that a Mr. Michael presented a petition on Tuesday morning to Mr. [illegible] in having misappropriated a certain sum of money to his own use. It appeared from the petition that the complainant had instructed the attorney to institute a suit against the Administrator-General in behalf of a person who was entitled to a certain estate which was in his hands. The attorney had received twelve gold mohurs for Mr. Macrae and ten for Mr. Apcar, who were the counsel engaged in the suit. This sum, independent of the other costs, was received by the attorney expressly for counsel. After the suit was over the complainant had ascertained from the learned counsel that out of twenty-two gold mohurs he had paid the counsel only seven ; four to senior and three to junior. Armed with letters from the legal gentlemen, Mr. Michael presented his petition first to the Chief Justice, who ordered him to apply by counsel to the Judge on the Original Side of the Court. For this purpose Mr. Michael instructed Mr. Fink, the Solicitor, to prepare the usual affidavits, and when this was done, the attorney declined to act, on the ground that the affidavits were not sufficiently strong to sustain the charge. Mr. Michael thought otherwise, and instructed another attorney, Mr. Hume, who took him to Mr. Piffard. The latter gentleman received his fees and promised to make the application. Mr. Hume, however, subsequently declined to take up the matter, and Mr. Piffard was willing enough to make the application, but regretted his inability to do so unless instructed by an attorney. Mr. Michael then petitioned the Chief Justice again, and represented the entire matter, upon which his lordship directed Mr. Michael to present his petition to the Judge on the Original Side.

## THE LAST BOMBAY POET.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Your contemporary has discovered a new poet, whose poem he publishes in large type and with approbation. As it may be instructive to show the sort of thing your contemporary admires in original literature, I propose to make a few critical remarks on the verses, which I presume the majority of your readers have seen.

V. 1. "Adorned in new despotic chains, &c." The *ornament* of the "chains" *admitted*, but why then can't she reign as before ? Never, I fancy, "Queen of God and Right," which is bosh.

V. 2. No one wants "Britons" to "own or claim." The majority of H. M.'s subjects in India, I imagine, do not call themselves "Britons."

V. 3. "To bind" what ? "in chains servile" ; bind is an active verb.

The next three lines very comic as descriptive of Mr. Disraeli.

V. 4. Highly amusing should the Prime Minister only see it.

V. 5. Don't see any point. Spelling of "lasserate" shows the "Ind-o-Briton" rather than the "Briton."

V. 6. The "Despot's Den." Query—Windsor or Balmoral ?

V. 7. The grammar of this verse is so unintelligible and bad that if produced when I was a schoolboy, sitting down would have been uncomfortable for some days afterwards.

V. 8. Means nothing, not even amusing.

V. 9. If Columbia had ships there never was anything against her "hoisting her banners," &c.

V. 10. Why should the world "proudly see," what does it mean ? Why is her flag to "blaze"—"around the Western Waves." Query—Atlantic ocean ? The rest of the verse is again deficient in grammatical meaning.

V. 11 and 12. Nonsense.

13. Of course Lions and Carrion birds certainly don't "herd" ! ! ! Why should Britain's type cower ?

14. "Fawning flattering fools," &c. See any dictionary under F. Can't see the point of the Jackal and Vulture ; doubtless very poetical.

15. Why stop the sailors' singing ?

16. Nothing meaning.

17. John Bull is supposed generally to love his "shop." The rest is complimentary in the extreme.

18. The "Post" (?) is apt to confuse Brittannia and Britain : and the whole medley is without point and absurd.

May 15. PETER WILLIAMS.

## THE S. PERSIA.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I am very glad to find that you have taken up the case of the seamen of the S. Persia who were sent to prison for refusing to go to sea in her on account of her leaking propensities, but you have fallen into an error in stating the facts.

The first batch of men who complained of the leakage were sentenced to three weeks' imprisonment with hard labour on the 22nd April last ; the second batch received a similar sentence on the 3rd May instant, so that when the captain made his application to the Magistrate for the release of the prisoners the first batch had actually undergone punishment for 16 out of the 21 days.

Captains Dixon and Blackmore were appointed the surveyors to report on the condition of the ship by the consent of the captain and the six men who composed the first batch of the crew. Captain Dixon was chosen by the captain and Captain Blackmore by the men. Their report was not altogether in favour of the ship, which is proved by the fact that the Magistrate ordered the captain to pay the costs of the survey. The captain, however, promised to carry out certain suggestions, made by the surveyors for the better safety of the ship, but the crew would not put faith in such promises and accordingly refused to turn to and were therefore punished with imprisonment.

The report of the Shipping Master was made when the second batch of men were taken before the Magistrate, and the value of such report is shown by the subsequent steps taken by the captain for the release of the men.

Bombay, 19th May. JACK.

## THE MYSTERIOUS WAYS OF THE POST OFFICE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Perhaps you can tell me, for I give it up in despair, why your paper of Tuesday, the 16th, comes not to be delivered at Shapoor, a post town of some importance about 50 miles from Bombay on the N. E. line G. I. P. Railway, till about 11 o'clock A.M. of the following day, Wednesday, the 17th inst ? I have had more than one conundrum of a like description propounded to me by the Postal Department before now, but as I am of that slow thinking class who prefer to give them up and be told, I have invariably given them up and referred them to the Department for solution. So far, however, my curiosity has been treated with the contempt it deserves in that quarter, so that now I appeal to you, thinking your bowels of compassion may induce you to unravel the mystery for me.

As I am on the subject I suppose it will not be out of place to remark that two years ago I could read my newspaper at Shapoor at 10 o'clock A.M. on the day of publication, and not alone that but got my Bombay letters, &c., at the same time. Now, however, they all come 24 hours later, and yet there are graceless, thankless loons who will dare to insinuate that our Indian progress is more apparent than real ! Simple truth and mere fact could never convince such growlers, who, taking flimsy results as their factor, ignore altogether in their calculations the deeper State and Departmental policy which guides progress *backwards*.—Yours, &c.

PANTAGRUEL.

## THE CUSTOM HOUSE VINDICATED.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Captain Henry's letter of complaint to the Commissioner of Customs "on the loose system of surveillance" in his Department, of which you make mention in the concluding remarks of your to-day's leader, forcibly calls to my mind the mathematician's opinion of Johnson's dictionary that "it was all assertion while nothing was proved." It is difficult to conceive the motive which has actuated Captain Henry's complaint. If the case of Frank DeSouza, which would appear to be the groundwork of complaint, proves anything it proves that a "loose system of surveillance" obtains *not* with the Custom House, but with the P. and O. Company, which should blush to think that, notwithstanding its full complement of officers always on deck, and a staff of quarter-masters who in port guard the ship's gang-ways, Frank DeSouza should have evaded not only the freight on articles of trade which he has passed from time to time, but that he should also be found to have been stealing under their very noses several items of the Company's property. When the Custom House officers gave chase to the boat, they did what the officers or quarter-masters should have done in the interest of their employ ; and so far from this action being a matter for complaint against the Custom House officers, you will allow it is worthy of commendation.

Surely Captain Henry has not forgotten that in the hey-day of the Company's prosperity a system of trade used to be carried on by their crew in vessels running between this and China, and that the "search" by the Custom House officers generally resulted in the discovery of hidden goods which usually took three to four cargo boats to carry to the Custom House. On all this the P. and O. Company never recovered freight. Whose fault was this ? Perhaps this too was due to the "loose system of surveillance of the Department which could allow such a system of fraud to go on for a length of time."

The Custom House has at the head of each of its Departments men who combine in their position the energy and ability to perform their duties, and who need nobody to remind them of it. If Captain Henry would only look zealously into the economy of the large concern entrusted to him, he will find that he it is he who has been living in a glass house and throwing stones.

May 19. L.

## THE SEPARATION OF EUROPEANS AND NATIVES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Among the evidences adduced by Professor Monier Williams, of the "great gulf" between Europeans and natives, he gives that of the separation of their respective quarters in large towns. It does not appear to have occurred to him that there is a much more potent reason for this separation, which is, in fact, the real one. Obviously, in all large military stations, the European residents live in or near the cantonments. These are for sanitary and strong military reasons removed from the native towns. In Bombay, and such large civil towns, Europeans choose the coolest and most airy situations, which are also usually the healthiest. Europeans would not live in the native towns, in crowded streets and among evil smells, if they loved their Aryan brothers ever so much. A precisely similar arrangement holds good in England, where rich people almost invariably live "out of town," and come up to business in the mornings. Further more, rich natives mostly possess country houses, even in towns like Surat and Poona, and prefer to live in them when their business will permit it.

Professor Williams goes on to say that, "on railways Europeans and natives are never seen together in the same carriage." This is notstrictly true. Very much depends on the class of native. No European would or does object to travel with a clean, civil and respectable Parsee or Hindoo. On the other hand, I for one would decidedly protest against having to share a carriage with a spitting, eructating, betel chewing, animal which cleans its teeth out of the window, with a dirty finger, and whose person would be improved by an occasional wash. I have no desire to injure the feelings of any "Aryan brother," but the Aryan insects and semitic smells do not tend to make me love the race. Many natives, Brahmins especially, are always on the look-out for insult. They go about with a *have you-up-before-the-magistrate-if-you-touch-me* air, which specially invites antipathy. Europeans very frequently pass by and take no notice of conduct in a native, which they would resent in a European. Most of your readers will have seen a truculent-looking Brahmin, deliberately obstruct the platforms, in the hope of inducing some European to lose his temper. In the matter of uncovering the head, I think it may be safely said that every Englishman on going into a native's house will take his hat off, as a mark of courtesy, and that in a theatre or any public place, it is the natives and not the Europeans who are discourteous and uncivil.

I have noticed when in Bombay that native clerks show no sign of respect on entering a house.

The European merchant takes off his hat, even when he enters a house for a few minutes, but the native glories in keeping on his boots, which he does not do in his own house.

A glance at a native Raja's "palace" will show why Europeans and natives can never live together till the latter are cleaner, personally and in their houses. The Brahmin is not dirty, inasmuch as his floors are swept and there is an appearance of outside cleanliness. Observe, however, the walls of his house, the polished dirt of years encrusted on them, and as for the collection of filth in front of his doorstep, and the smell therefrom, it passes words. With apologies for the length of this letter, yours, &c.,

CHIFFON.

# BOMBAY.

MUSIC AT THE VICTORIA GARDENS.—The Band of the 20th Regiment, N. I., will play at the Victoria Gardens this evening.

A VAGRANT.—A European, named William George Sharkey, was yesterday declared a vagrant by Mr Dosabhoy Framjee, at the Girgaum Police Court, and was ordered to be sent to the Government Workhouse.

EVADING THE LIQUOR LICENSE.—Yesterday, at the Fort Police Court, a Parsee shopkeeper, named Rustomjee Dadabhoy, was charged before Mr. Nana Morojee with illicitly selling by retail spirituous liquors without a license from the Commissioner of Police. The defendant pleaded guilty to the charge, and being an old offender, was fined Rs. 50.

FATAL ACCIDENT.—A Coroner's inquest was held yesterday at Haines Road on view of the body of Balla Aba, a Hindoo boy about 6 years of age. Upon the evidence adduced, the following verdict was returned by the jury :—"That the death of the deceased was caused by fracture of the skull, the result of his having accidentally fallen off a bullock cart."

THE ELPHINSTONE THEATRE.—We think many who have hitherto missed the opportunity of witnessing the performance of the romantic play entitled "Chhel Batao and Mohina Ranee," would be glad to see the announcement in our advertising columns, that it is to be reproduced to-night by the members of the Parsee Elphinstone Dramatic Club at their new theatre in Falkland Road. "Khorshed Sabha" is another source of attraction on the evening's programme.

CRUELTY TO ANIMALS.—Three cartmen, named Nathia Ramjee, Wally Ramzan and Gunnoo Casseebah, were yesterday fined by Mr. Nana Morojee, the first two Rs. 2 each and the other Rs. 4, for cruelly torturing their bullocks. They were charged at the instance of Mr. Nutty, an agent to the Society for the Prevention of Cruelty to Animals.—Nowrojee Cowasjee was fined Rs. 10 for a similar offence in respect of his horse, by Mr Dosabhoy Framjee, at the Girgaum Police Court. He was charged at the instance of Mr. Smith, also an agent to the same Society.

RUN OVER BY A SHIGRAM.—A Coroner's inquest was held on Thursday, at the Gooulda Tejpal Hospital on view of the body of Kondajee Bhugwatha, a ghorawalla in the service of Cowasjee Pallonjee. It appears the deceased, whilst in charge of his master's horse and shigram at Chundanwady, removed the head gear of the horse and was feeding the animal with gram, when a Parsee lad got on to the coach-box and suddenly gave the horse a cut with a whip. The horse at once took fright and bolted, knocking the deceased down, the wheels of the shigram passing over him. He was at once removed to the Gooulda Tejpal Hospital, where he died of the effects of the injuries. The following verdict was recorded :—"That the death of the deceased was caused by fracture of the ribs, the result of his having been accidentally run over by a shigram."

A BLOCKADE.—At noon on Wednesday last both lines of the G. I. P. Railway were blocked near the Reversing Station. It seems that while the Poona local train was at the Reversing Station four wagons ran off the rails and blocked up the line so that the Bombay train was four hours late at Lanowlee. No damage has been done to the lines.—*Deccan Herald.*

COMING DOWN FROM THE HEIGHTS.—We hear from Mahableshwar that a delightful south-west wind was blowing there, that it is very cool and people are glad to put on warm clothing. It was hot in the end of last week, but since Monday the climate has entirely changed. People are beginning to order their carts. Some are ordered for the 31st and some for as late as the 10th of June. The departure from the hills is now beginning to be thought of and it is not pleasant to think of the rush which will then take place. There will be so many wishing to go at the same time. The resources of Chaphaston-wallas will be severely taxed this time as the hills were never so full as they are this season. It is a pity that it has been such an exceptionally dry season as the visitors—some of them from a distance—have not had a fair specimen of what the hills are at their best. They ought to return in October when the climate is perfection after the rains, and when a house can be had for a very small sum as low as Rs. 30 per month.—*Id.*

## OPIUM SMUGGLING.

YESTERDAY, at the Fort Police Court, a Borah, named Sumsoodeen Goolam Hoosein, was charged before Mr. C. P. Cooper with smuggling opium contrary to Regulation 21 of 1827.

Mr. Henry L. Wright said that, in consequence of information received, he went to the Carnac Bunder B. B. and C. I. Railway station on Monday morning at 10 o'clock and saw six packages containing smaller packages of opium concealed in them. They contained in all 152 lbs. The value of the opium would be Rs. 1,500 and the duty Rs. 1,303. This was one of the packages (produced). He seized the packages and had them removed to his office. From information he had received he believed the prisoner was the person who had sent the opium from Ahmedabad to Bombay, and the opium was consequently smuggled into Bombay. He charged the prisoner with smuggling opium contrary to Regulation 21 of 1827, and prayed that he might be dealt with according to law.

The evidence of Bicca Ambaidass, a mucoadum who did business on his own account, was taken, and it was to the effect that his servant, named Premjee Maljee, received a receipt from prisoner to proceed to the Carnac Bunder station and take delivery of 4 packages that had arrived from Ahmedabad. Premjee Maljee accordingly went to the said station and asked for the delivery of the said goods, but as he was about to take them away, he was taken in charge by the police because it was discovered that the packages contained opium. While Premjee Maljee was being taken to Mr. Manockshaw, the police inspector, he saw the prisoner at the Carnac and pointed him out to the police as the man who had given him the receipt in order to get the delivery of the package. Prisoner was thereupon taken into custody.

The evidence of Premjee Maljee, the mucoadum's man, Lulloobhoy Diabhoy, and Fakersjee, clerks employed at the B. B. and C. I. Railway station, was taken and the case was adjourned for further hearing to the 31st instant. The prisoner applied to be liberated on bail. The Magistrate said he would consider the matter and give his decision this day, until then he would be kept in the custody of the police.

## THE CHARGE OF LIBEL AGAINST THE PORT TRUSTEES.

THE HON. Mr. Justice Green sat at the High Court yesterday to take the evidence of Colonel Ballard, R. E., Chairman of the Port Trustees, who was called as a witness for the defence in the suit, Shepherd *vs.* the Trustees of the Port of Bombay. Col. Ballard is about to proceed home, before the end of the High Court vacation.

The circumstances of the case have already been published, from which it will be remembered that Mr. J. A. Shepherd sought to recover compensation for an alleged libel contained in a resolution passed by the Trustees, and recorded in their minutes, besides being sent to the Bombay Government.

Mr. Gill appeared for the plaintiff and Mr Pigot for the defence.

Colonel Ballard said he was present at the meeting of the Trustees of the 23rd of September, 1875, to which Mr. Shepherd's application for the use of the tug, Dromedary, was submitted, a resolution was passed to the effect that the steamer should be hired to Mr. Shepherd, on certain conditions, one of which was that she should be returned in right good order and condition as when receiv d. Subsequently, on the 13th of October, the Trustees were informed that the Dromedary had broken down. The matter was referred to the Harbour and Pilotage Committee for consideration, and on their report being submitted to the Trustees, on the 21st of October, it was resolved that the conditions of the agreement with Mr. Shepherd should be enforced. Later on a second break-down occurred, and the subject was before the Trustees, on the 2nd of December, when another resolution was passed to the effect that Mr. Shepherd should not be relieved from the terms of his agreement. The subject was again before the Trustees on the 16th of December, when a letter from Mr. Shepherd was submitted, dated the 3rd of December, asking the Trustees to take over the Dromedary on that day. The next occasion when the subject was discussed was on the 10th of February. Some discussion took place on that occasion and it was stated, either by Captain Henry or Captain Robinson, that Mr. Shepherd would not agree to arbitration. The discussion was chiefly as to whether they should go to law, or not. The gentlemen present were of opinion that they should not, with the exception, he believed, of Mr. Kittredge. Finally, the resolution complained of as a libel was adopted. He did not remember who suggested the resolution, which was unanimously agreed to. The resolution was to the effect that it was advisable that any further transaction with Mr. Shepherd should be avoided. He assented to the resolution, and he thought that was a proper course for the Trustees to take under the circumstances. Mr. Shepherd would not pay what he owed the Trustees or what they thought he owed them, and would not consent to arbitration. He had no, and so far as he knew no other member of the Trust had any malicious intention against Mr. Shepherd. The object of passing and recording the resolution was to avoid further trouble, as they considered Mr. Shepherd very troublesome. They thought if they had no further business with him, they would not be further troubled by him. The resolution, being recorded would serve as a warning to the present Trustees' successors. The Port Trustees were newly appointed every two years. An exact copy of the resolution was sent by the Secretary, two days after it was passed, to Mr Shepherd. It was not usual to send exact copies of resolutions, but it was considered fair to Mr. Shepherd that he should know its exact terms, partly because he might have some explanation to offer. To say that the resolution meant that Mr. Shepherd was unfair, and that mercantile transactions with him should be avoided, was going too far. It did not mean that he was unfair ; but that he was a troublesome. The Trustees did not wish to impute anything against his honesty. The resolution was communicated to Government *bona fide*, and merely in discharge of the Trustees' ordinary duty. They had no idea of putting Government on their guard against Mr. Shepherd. It did not occur to him that Mr. Shepherd had dealings with Government, but he did not know that any other member of the Trust entertained the idea. Mr. Shepherd had a standing advertisement in the newspapers stating that he was contractor to Government ; but Mr Shepherd's position in that respect was not present to his (Col Ballard's) mind when the Trustees passed the resolution.

In cross-examination, Col. Ballard said he thought the Dromedary was not used from the time she was handed over by Government to the Trustees, in August, till she was placed in charge of Mr. Shepherd on the 1st of October. He was not aware whether her machinery had been lubricated, or turned during the time she was lying idle. He concurred in the opinion expressed in a minute by Captain Henry, that Mr. Shepherd ought not to be charged with hire during the time the vessel was under repair. Mr. Ormiston, the engineer, did not state to the Trustees that the eccentric-strap of the Dromedary was defective, but said he did not think it was a good plan to use eccentrics at all. If the accidents had arisen from defective machinery, supposing the defect to be in design he should say Mr. Shepherd was answerable, but supposing the defect to be in material the Trustees would be liable. He thought if Mr. Shepherd made a fair offer to repair the damage, the Trustees could not expect him to do more. He did not remember whether the resolution complained of was positively put to the vote at all. He did not think the fairness of Messrs. Fraser and Miller's estimate of Rs. 520, for repairing the Dromedary, was discussed. The Harbour and Pilotage Committee who were experts, were not satisfied with Mr. Shepherd's offer, and wished to go to arbitration ; and when he refused to accept arbitration on the point they thought him troublesome. He should not necessarily say because a man made a contract and broke through it he was a dishonest dealer. Mr. Shepherd had made a contract and had broken through it. The particular in which he had broken through the contract was in regard to the requirement that the steamer should be returned in right good order as when received, and also that all damage should be made good by him. The Trustees had evidence in their Chief Engineer's report that the steamer was not in the same order and condition as when she was made over to Mr. Shepherd. He was not aware that the Dromedary was examined before she was placed in charge of Mr. Shepherd, in order to ascertain what condition she was then in ; but he thought it very likely that she was. The effect of the resolution would be to prevent future Trustees from dealing with Mr. Shepherd. It was passed with that intention. He was not aware that further inquiry was made when Mr. Shepherd wrote and complained of unfairness in the resolution. He declined to give an opinion as to whether the resolution was an imputation on Mr. Shepherd's honesty. It was not intended to be so. He (Col. Ballard) was not present at the meeting at which the second resolution, in confirmation of the first, was passed.

Mr. Gill, in the course of his cross-examination, complained that his questions were "fenced with."

The learned Judge—I do not agree with you, Mr. Gill. I think a great many of your questions have been unfair.

## DIVINE SERVICES.

METHODIST EPISCOPAL CHURCH.

PUBLIC SERVICE will be held at the following places during the coming week :—

Falkland Road Hall, Byculla ; Forbes Street, Fort ; and at Mazagon, on Sunday, 11 a.m. and 6 p.m. ; Monday, 7-30 p.m. Thursday, 7-30 p.m.—All persons are cordially invited.

S. PETER'S, MAZAGON.

The Services for Rogation-tide and on the Feast of the Ascension of our Lord and Saviour will be as follows :—

Wednesday (May 24)—1st Evensong of the Festival with Sermon 8 P.M.

ASCENSION DAY (May 25)—Matins 7 A.M. Holy Communion (Choral) 7-30 A.M. 2nd Evensong, with Sermon, 8 P.M.

Sermon will be preached by the Rev. Ft. Rivington on the following subjects :—

5th Sunday after Easter—The Church, the home of Thanksgiving

Rogation-Monday (May 22)—Elijah's prayer for rain.

Rogation-Tuesday (May 23)—Daniel's prayer for Sion.

Eve of the Ascension (May 24)—The Prayer within the Veil.

ASCENSION DAY (May 25)—Heaven opened.

Sunday after Ascension (May 28)—"One Sacrifice for ever."

N.B.—Rogation means asking, or praying.

Ascension-Day has proper Psalms appointed, and a proper preface in the Communion Service.

## INSOLVENT DEBTORS' COURT.

THE petitions of the several persons hereunder named and described have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying respectively for the benefit of the Act made and passed in the Eleventh Year of Victoria, Chapter XXI :—

Nur Mahomed Gulam Husein, dealer in hardware, &c.

Jivibai, widow of the late Gulam Husein, dealer in hardware.

Dadabhoy Palanjee Mehta and Gulbai, widow of the late Palanjee Edaljee Mehta, the first-named insolvent is a livery stable-keeper, and the second unemployed.

Robert Angus, merchant.

Robert Angus, Junior, merchant.

Cursetjee Nusserwanjee Pithawala, native doctor.

Antone de Cruz, formerly an engine-driver in the B. B. & C. India Railway Company, now unemployed.

Sheikh Ali Hasan, formerly a contractor, now a dealer in old ornamental cloth.

Thakar Bhimjee Kalianjee, servant in the employ of Gopal Sivjee.

Babudas Thakurdas, petty broker.

Eshwantrao Witoba Varday, lately an English-writer, now unemployed.

Asu Mohansi, who lately traded, in partnership with Soju Mulji, Khotal Vazi, and Lada Taya, under the name of Asu Mohansi, as a dealer in grain, and also, in partnership with Lalbhai Bapuje, under the names of Asu Mohansi and Laldas Bapujee, as a road contractor.

Nanabhai Babuljee, English writer.

Henry Williams and Mary Ann Ford, widow of the late John Ford, formerly joint managers of the Star Company, and latterly and at present the first-named insolvent is sole manager of the said Company, and the second unemployed.

Thakar Udharjee Punja, servant in the employ of Dharamsi Korsi.

Ismailji Jagdish Parak, dealer in cloth.

Cursetjee Rustomjee Wadia, merchant.

Kustni, woman, widow of the late Naroji Mori, workwoman in the employ of the New Great Eastern Spinning and Weaving Company.

Hunshi Mahomed Ghulam Sharif, Guard in the G. I. P Railway Company.

Dharma Nagar Thakar, labourer.

Thakar Vikram Nathu, dealer in grain.

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## ATTEMPTED MURDER ON THE HIGH SEAS.

THIS case was resumed yesterday, at the Fort Police

## THE LATE FAMINE IN BENGAL.

*(The Englishman.)*

No excuse can apply to the shifty and selfish position taken up by the Government in its refusal to enquire into the conduct of the late famine. Here was a subject, involving the greatest domestic interests of India, unblushingly shelved to escape a possible vote of censure, and India forced to pay her millions in order that official incompetence might go undetected.

The cause of providence and publicity, although thus defeated for a time by the pusillanimity of the Home Government, bids fair to obtain a triumph in India, which, we hope, will go far to contradict the charge of political sluggishness so often brought against Anglo-Indians. As we write, the following requisition on the Sheriff of Calcutta, to hold a public meeting, is being extensively signed.

To the Sheriff of Calcutta.

Sir,—We, the undersigned, have the honour to request that you will be pleased to convene a public meeting at the Town Hall to consider the subjoined resolutions, and the advisability of petitioning Parliament with reference to their subject matter.

We are, Sir, your obedt. Servants.

Calcutta, 15th May, 1876.

1. That this Meeting deprecates the recent action of Her Majesty's ministers in treating the motion for a Commission of Inquiry into the alleged famine in Behar, as a party question.

2. That in view of the enormous cost of the late famine relief operations, and of the widely entertained opinion as to the wastefulness of such operations, and in view of the strain upon the revenues of India, consequent upon such expenditure, it is desirable that a Commission should be appointed to enquire into the existence and extent of the alleged famine, and into the nature, extent, and necessity, of the relief operations undertaken in respect thereof.

If anything could increase our sympathy with these resolutions, it is their calm moderation. Considering what have been the charges made against the management of the late famine, it seems to us that no citizen of Calcutta, European or Native, whether he believes in the reality of the most tragic descriptions of the famine or not, can refuse to sign this requisition. There is nothing to be lost, and everything to be gained by the most thorough investigation. The immense experiences obtained during the course of the year 1874, by hundreds of officers and others connected with the famine tracts, experiences, which, in the future, may serve to guide us in similar calamities, are being allowed to die out and be forgotten.

There are also very many matters which require the fullest explanation. Thus there are the strongest reasons for believing that the causes, which are alleged to have produced famine in the Lower Provinces of Bengal, were present in as severe a degree in the districts subject to the Government of Allahabad, yet the distress in the eight districts of Jalaun, Jhansi, Hamirpur, Gorakhpur, Basti, Ghazipur, Allahabad, and Benares was relieved at a gross cost of less than £90,000, whilst the relief of precisely similar distress in Behar and North Bengal resulted according to Sir Richard Temple's Famine Minute of the 31st October, 1874, in the expenditure of £9,477,000, or one hundred times as much as was found necessary in the North-Western Provinces. It is true that after making every allowance for possible recoveries and receipts including the appropriation to Government purposes of £270,000 subscribed by public charity in England and India, the net expenditure has been reduced to 7¼ millions. Still there is such an immense divergence in the management of the relief by the two Governments that no amount of guessing or theorising will satisfy the public mind as to its cause, and nothing but the testimony of the best authorities can be accepted in its elucidation.

We have heard more than one Behar civilian assert that the year 1875 seems to have risen up to confute the whole famine theory of 1873. The only cause of famine that we have ever heard mentioned, was the drought of the latter year. If we can put any trust in rainfall statistics, it is certain that the rainfall in most of the famine tracts, such as the sub-divisions of Sitamarhi, Madhubni, Supul, Begusarai, and the whole of Purneah, the rainfall of the important months of September and October was markedly more deficient in the year 1875 than in 1873. At the same time, in the districts of Saran, Champaran, Shahabad, and Gaya, the rainfall was about equally short in the two years. The conclusion that many naturally draw is that if there was a famine in 1874, there should have been a famine of equal or greater proportions in the present year. Although we recognize the fact that such a conclusion is strictly logical, we are not prepared to definitely accept it until we have further evidence, which can be obtained only by some kind of commission of enquiry.

## EUROPEAN AND OTHER EXTRACTS.

### SIGNOR ROSSI AS HAMLET.

Whatever light foreign criticism may have cast upon the character of Hamlet, foreign interpreters have done little to change the opinions of Englishmen concerning it. Whether the view of Hamlet which, in course of succeeding generations, has come to be accepted and presented by English actors is correct, is a point that is, of course, open to question. It is, at any rate, superior in the estimation of the English playgoer to everything that other countries have shown him. Not few in number are the foreign artists who have played Hamlet in England. Within the last quarter of a century we have seen in the part Devrient, Rouviere, Mr. Fechter, Mr. Bandmann, Signor Salvini, and Signor Rossi. Of these one only excited much comment in England. Mr. Fechter's Hamlet stirred to the depths public interest, and proved, indeed, the first important step that was taken in this country in the direction of that realism which since has laid siege to our stage. It is not now the time to debate upon the merits of actors whose claims have already been discussed. *Apropos*, however, of the appearance of Signor Rossi, it seems fitting to observe that Southern actors have been less successful than their Northern rivals in presenting the character of Hamlet. So essentially Northern in conception is 'Hamlet,' it may be doubted whether a true notion of it can win its way into Spanish or Italian brains. The meditative man, the dreamer, the man averse from action, whose thought is ever miles in advance of his deed, and not seldom so far in advance that "the flighty purpose never is o'ertook," is remote from Southern conception. Something more, then, than a dissimilarity between two styles of acting is felt to exist when the Italian actor, Signor Salvini first, and Signor Rossi afterwards, exhibits Hamlet as indulging in vivacious and spirited, or even violent action. Doubts and hesitancies concerning the "finer issues" to which Hamlet is touched meet us at every turn. With them, however does not come any doubt as to the gravity and staidness of his manners, and his incapacity for such outbursts as Italian artists love to exhibit. It is difficult from the strange representation of Signor Rossi, heaped with extravagances of gesture and speech, to extract a recognizable theory of the character of Hamlet. We are thus compelled to deal with externals in the same manner as we can only judge of the appearance of those with whom we have no intimacy.

Signor Rossi's performance shows him to be a trained and accomplished actor, with a wide range of powers. It shows him also to have a theory of Hamlet which to Englishmen is wholly unintelligible. When Hamlet is seen in one act to clap his hands in ecstasy over the success of his scheme to entrap the King, when, seated on the throne, he spins about with arms and legs all in the air at the same time, or when, in the interview with his mother, he snatches from her with rough hands the portrait of her husband, and, with cries and gesticulations of rage, throws it upon the ground and stamps and dances upon it, the whole is, to Northern feeling, undignified, excessive, and almost unmanly. No amount of talent in the exponent will ever reconcile an English or, we fancy, a German audience to extravagances of this kind. It has been suggested that these are the results of the madness which, according to one view of Hamlet seizes upon him upon him at the sight of the ghostly appearance. In order to render more tenable this view, those passages in which Hamlet addresses with apparent irreverence the Ghost,—

Well said, old mole, canst work i' the earth so fast!
A worthy pioneer! &c.—

need to be restored to the acting text, since they seem to contain the first working of that "antic disposition" which, moved by some feeling of mental perturbation, or by some vague foreshadowing of the future, Hamlet declares his intention to don.

Madness, however, in Northern natures, supposing Hamlet to be really mad, would scarcely take such forms as are now assigned it. It requires the sanguine current in Southern veins to beget this species of frenzy. Every word Hamlet speaks shows how grave is his natural temperament, and a very slight exhibition will serve to indicate mental aberration. In the scene after the departure, in confusion, of the King, whom the sight of the acted murder has discomfited, Hamelt reaches the highest point of exaltation of which his nature is capable. This, however, is not *very* extravagant, as a reference to his words will prove. From the standpoint of general interpretation, there is little, then, to be learned from a performance which throughout is excessive, and to English feelings not far from grotesque. Readings of single passages are more frequently curious than commendable. Hamlet thus, in speaking to Guildenstern, says," There is much music, excellent voice in this little organ, yet cannot you make it speak". Instead of regarding, as is customary, the recorder as the little organ, Signor Rossi slaps his chest, as though it were his own voice to which reference was made. A more defensible innovation occurs earlier, when, at the close of the long speech of the player King, Polonius utters the remark, "Look, whether he has not turned his colour, and has tears in's eyes," of Hamlet, and not of the actor. This, however, though ingenious, is incorrect. The words of Polonius are intended to prepare the mind of the spectator for the speech,

O what a rogue and peasant slave am I,

in which Hamlet contrasts his own stolid endurance of unheard-of wrongs with the actor's passion over the fictitious sorrows of Hecuba. The rendering of this speech is the best portion of Signor Rossi's performance.—*Athenæum.*


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## THE INFLEXIBLE.

*(Times, April 26.)*

To-morrow morning, the Princess L... Majesty's representative, will launch another most tremendous instrument of offensive and defensive warfare yet created. The Inflexible will carry in turrets four 81-ton guns; her turrets will be protected by 18-inch armour; and the citadel, or vital part of the ship, will be guarded by no less than 24 inches of armour. She is designed to be a floating castle, the rest of the ship besides the citadel being mainly useful for the purpose of giving buoyancy to the central stronghold. She will be fitted, however, with a spur, which can be taken off at pleasure, and her enormous bulk will give her terrible power as a ram. Her displacement, when all her weights are on board, will be no less than 11,407 tons, exceeding that of any ship yet constructed. Nevertheless, unless the intentions of her designer are unexpectedly frustrated, this huge vessel, and the tremendous armament she carries, will be more manageable than many a frigate of old days. Twin screws, worked by the most perfect form of engines known, will control her movements with the utmost delicacy, and the masts with which she is fitted, in deference to a naval prejudice, will probably be the only weak and inconvenient part about her. But for the recent accident to the Vanguard, we might well suppose, on reading the details of her construction, that she is practically invulnerable. Unless her citadel can be pierced and her engines stopped, it is difficult to imagine how those innumerable water-tight compartments, successive skins, and various beams and bulkheads can ever be so shattered as to disable her. No part of the ship, it would seem, is vitally connected with any other part, and as long as her engines can propel her she must be a mighty floating projectile. But her guns furnish, of course, her chief fighting force, and machinery would appear brought to perfection in their management. By the complete application of hydraulic power, the 81-ton guns of the Inflexible will be more easily worked than the 38-ton guns of the Thunderer. The turrets, by the aid of the same wonderful agency, will either make a complete revolution in one minute or will revolve as slowly and uniformly as the minute hand of a clock. They will thus turn a gun instantly to bear upon an enemy, or will enable its aim to be gradually and steadily fastened upon a distant and moving object. Fewer men will be required to work these guns than have hitherto been required for guns of half the size, and the question now would seem to be, not how many men are requisite to work the ship, but how few men it is prudent to carry on board. In short, alike in construction, and in armament, the vessel represents a prodigious concentration of strength, skill, and mechanism; and if we consider her only as the last product of mechanical genius, she is well worthy the honour which has been paid her by the Queen.

This is all very satisfactory, and it may seem ungracious to suggest any drawbacks to such a gratifying picture. But it would not be wise, on the strength of our possessing the biggest ship yet built, to flatter ourselves into forgetfulness of the realities of naval and national existence, and there is another side to the picture, which might make us doubt the advantage of these stupendous inventions. First of all, the ship is no sooner ready to be launched than we hear she is about to be surpassed. Her keel was laid down two years ago; and since then the science both of gunnery and of armour has made such advances that the Italian Government has already under construction two vessels which surpass her both in defensive and in offensive power. The Dandolo and the Duilio, now building at La Spezzia and Castellamare; will carry four 100-ton guns instead of 81-ton guns, and their turrets will be protected by armour of 22 inches instead of 18 inches. Both offence and defence, moreover, are being daily developed, and there is no sign of a limit being approached by either. A Krupp gun a few months ago pierced a target representing the citadel of the Inflexible at a distance of a mile, and the complete control over guns now given by hydraulic machinery renders it difficult to say that a gun of any size will be too heavy to be worked at sea. But if the power of offence is thus unlimited, that of defence claims to be at least correlative in its development. The Sheffield firm which rolled the 22-inch plates for the Italian frigates have declared that they are prepared to roll armour of 30 or 40 inches, if that becomes necessary in order to resist the penetrating power of guns; and we presume the floating of citadels or guns of any size or weight is a mere matter of calculation. These vast instruments of warfare, moreover take about two years to build, and two years is now-a-days an epoch in the art of constructing ships and guns. We build ships, it would seem, only to have them superseded, and the more money we spend, the more we are likely to have to spend. The latter consideration is in one point of view a consolatory one. In portion as the future empire of the seas becomes more and more a question of money, in that proportion may this country feel that the means of security are within her command. But those means must be applied with unceasing vigilance; and, if this race of offence and defence is to go on, we may as well make up our minds to have to spend money as if we were constantly at war. Unless our Admiralty are incessantly devising and launching new, more powerful, and more expensive ships, we shall be liable to find ourselves any year distanced by some foreign State. The danger, moreover, is, that one of these Ironclads, if really a considerable advance upon her predecessors, ought to be practically invulnerable to them all; and the last Russian or German or Italian construction may make as little account of the Ironclad Fleet we have been building for the last ten years as one of our own Ironclads would make of our old wooden Navy. We can never be secure, as things stand at present, unless we maintain an incessant race in invention, in construction, and in expense.

This, and not merely the half-million or so which will be paid for the Inflexible, is the real cost of producing such a ship; but there is another difficulty, which is illustrated forcibly in our impression of yesterday. The Inflexible, or still more the Italian frigates now under construction, could, it would seem, make very easy work of some of our most important fortifications. The Prince of Wales's visit to Malta has had the advantage of testing our means of defence against a naval attack on that important Station, and the result, it must be owned, is very far from satisfactory. The guns, we are told, with which the forts are armed would be practically inefficient against modern Ironclads, and when we hear of 35-ton guns being gradually mounted at Malta, we cannot but wonder of what avail they would be if a vessel like the Dandolo, with 22-inch armour on her turrets, were to steam within range of them and bring to bear on them her 100-ton guns. Even the Torpedoes tried at Malta appear to have been by no means efficient, and the machinery for working the guns seems far less effective than that which will be available on board the Inflexible. In short, reading the account of the Inflexible and our Correspondent's letter from Malta side by side, it can only be concluded that the Inflexible is altogether a far more powerful fortification than the whole Island of Malta, with all its fortifications and natural advantages. The Island has the advantage of stores and provisions, and of being incapable, under any circumstances, of being sunk; but the Inflexible, it would seem, could silence its whole offensive power, and, under the protection of such a vessel, an invading force might, one would think, be easily landed. If we are to have vessels like the Inflexible constructed year by year, we must either, it would appear, abandon fortifications altogether for purposes of coast defence, or we must go on improving and strengthening them, with all the expense which such a proceeding involves, year by year. On land, however, it ought, one would think, to be possible, by the application of some such invention as that of Major Moncrieff, to render the protection of guns and the mounting of them independent of mere variations in armour, and the land itself ought thus to be rendered a permanent fortification more powerful than any artificial construction. But we have not got to this point; yet and, consequently, in launching the Inflexible, we are condemning ourselves and other nations to an indefinite expenditure not merely on the sea, but on our coasts. It is, as we have said, not a satisfactory prospect. It is inevitable; but the profound gratitude of the world would be due to the man or the nation who should put a stop to this ruinous race in iron and in money.


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CONTENTS.

Map of India.
Table of Through Routes (and Fares) from Bombay to places in India and abroad.
Index to Railway Stations.
Index to Places by Steamer and Dak.
Introduction.
Through Passenger Service between G. I. P. and East Indian Railways.
Through Passenger Service between Bombay and Madras
Railway Time Tables:—
Great Indian Peninsula Railway.
Rates for parcels, horses, carriages, &c., by G. I. P. Railway.
Nizam's State Railway.
Bombay, Baroda, and Central India Railway.
Local Trains between Bombay, Mahim, Bandora and Andaree.
Jubbulpore Extension Railway.
Khamgaum State Railway.
Amraotee State Railway.
Wurdah State Railway.
Holkar State Railway.
East Indian Railway.
Rajpootana State Railway.
Oudh and Rohilkhund Railway.
Sind, Punjaub and Delhi Railways:—
Punjaub and Delhi Division.
Sind Section.
Through Traffic from Kurrachee to Mooltan, Lahore and Umritsur.
Eastern Bengal Railway.
Calcutta and South Eastern Railway.
Great Southern of India Railway.
Madras Railway.
Nilhattee Railway.
Steam Navigation Companies:—
P. & O. Co.
Messageries Maritimes.
Austro-Hungarian Lloyds.
Rubattino Steam Navigation Company.
Euphrates and Tigris Steam Navigation Company.
British India Steam Navigation Company.
Scinde, Punjab and Delhi Railway Co.'s Indus Steam Flotilla.
Irrawady Flotilla.
India General Steam Navigation Company.
Routes by Steamers.
Routes in the Bombay Presidency.
Bombay to Central Provinces and Calcutta.
List of Travellers' Bungalows along the Trunk Roads of Western India.
Routes in the Central Provinces.
N. W. Provinces and the Punjaub.
Route to Simla.
Route to Nynee Tal.
Hill Horse Carriage Dak.
Rohilkhund Horse Dak Company.
North-West Dak Company.
Punjaub and North-Western Dak Company
North-Western Dak Company.
Agra to Jeypore and Nusseerabad.
Rawul Pindee and Murree.
Darjeeling Mail Service.
Scale of Fare. Shigrams, Buggies, &c., in Bombay
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| AMONTILLADO, Light Pink capsule (our own), dry and delicate | 31 0 | ... |
| MANZANILLA, Blue capsule (our own, full bodied, nutty, and dry | 33 0 | ... |
| AMOROSO, Green capsule (our own), very choice and superior | 37 0 | ... |
| MONTILLA of Cordova, (red capsule), the perfection of dry wine, highly recommended to Connoisseurs | 35 0 | ... |
| PORTS. | | |
| OLD PORT from the Alto Douro district, well matured in wood, plain capsule | 20 0 | ... |
| VERY OLD PORT (brown capsule and label), recommended | 22 0 | ... |
| SUPERIOR OLD PORT (black capsule and label), possessing the invigorating properties required by invalids | 24 0 | ... |
| EXTRA FINE OLD PORT (particular blue capsule and label): this superlative wine is from one of the first vineyards in Portugal... | 34 0 | ... |
| CHAMPAGNES. | | |
| OUR OWN (signed ticket) Private Cuvee Extra Dry | 44 0 | 24 0 |
| Do. Vintage 1868 | 0 0 | 24 0 |
| AYALA & Co.'s Cuvee d' Ay, extra dry quality | 38 0 | 21 0 |
| Do do in Magnums | 70 0 | ... |
| Do do ½ pints, suitable for invalids | 15 0 | ... |
| FREMINET ET FILS (Fleur de Bouzy) | 38 0 | 21 0 |
| GEISLER'S (India special) | 47 0 | 25 0 |
| JULES MUMM'S First quality (white label) | 47 0 | 25 0 |
| BARON DE SAULT'S (for Tiffin) | ... | 18 0 |
| Do do Magnums | 50 0 | ... |
| BORDEAUX—RED AND WHITE. | | |
| ST. JULIEN MEDOC (our own) | 11 0 | 6 8 |
| CHATEAU LAROSE (our own) | 15 0 | 8 8 |
| CHATEAU LEOVILLE " | 18 0 | 10 0 |
| PAUILLAC " | 16 0 | 9 0 |
| ST. ESTEPHE " | 15 0 | 8 8 |
| MOUTON D'ARMAILHAC (our own brand). | 19 0 | 10 8 |
| SAUTERNE " | 16 0 | 9 0 |
| CHATEAU D'OISY, a much dryer Wine than Sauterne | 22 0 | 12 0 |
| CHATEAU YQUEM | 22 0 | 12 0 |
| CHATEAU LABEGORCE (Margaux) | 26 0 | 14 0 |
| CHATEAU MARGAUX (our own brand) | 26 0 | 14 0 |
| CHABLIS (Polsek Frere's) | 16 0 | ... |
| CHABLIS (our own) | 18 0 | 10 0 |
| BURGUNDIES. | | |
| POMARD (our own brand) | 19 0 | 10 0 |
| CHAMBERTIN " | 20 0 | 10 8 |
| SPARKLING MOSELLE. | | |
| SPARKLING MOSELLE Braunebergen | 28 0 | 16 8 |
| Do do Josephshoffer | 33 0 | 18 0 |
| Do do Zeltinger | 36 0 | 20 0 |
| Do do Scharzhofberger | 39 0 | 21 0 |
| CREMANT BLANC | 30 0 | 16 8 |
| STILL MOSELLE. | | |
| ZELTINGER | 24 0 | ... |
| SCHARZBERG | 30 0 | ... |

| STILL HOCKS. | Quarts. Per Doz. Rs. as. | Pints. Per Doz. Rs. as. |
|---|---|---|
| ERBACH | 23 0 | .. |
| RHENISH | 18 0 | 10 0 |
| BODENTHAL | 20 0 | 11 0 |
| NIERSTEIN | 22 0 | 13 0 |
| DEIDESHEIM, No. 1 | 24 0 | 13 0 |
| RUDESHEIMER | 24 0 | 13 0 |
| GRUNHAUSEN | 28 0 | .. |
| HOCKHEIMER | 28 0 | .. |
| JOHANNISBERGER | 38 0 | 20 0 |
| GEISENHEIM | 24 0 | .. |
| DEIDESHEIM, No. 2 | 18 0 | 10 0 |
| SCHLOSS JOHANISBERG, (Select Growth). | 30 0 | .. |
| SCHARLACHSBERG | 32 0 | .. |
| LIEBFRAUMILCH | 38 0 | 20 0 |
| SCHLOSSBERG | 30 0 | .. |
| STEINWEIN IN BOCKSBEUTEL | 23 0 | .. |
| SPARKLING HOCK. | | |
| SPARKLING HOCHHEIMER | 28 0 | 16 0 |
| " RUDESHEIMER | 53 0 | 18 8 |
| " BAUENTHALER | 36 0 | 20 8 |
| " JOHANNISBERGER | 49 0 | 21 8 |
| MADEIRA. | | |
| FINE OLD E. J. Reserve | 32 0 | .. |
| MARSALA. | | |
| VIRGIN WINE (Ingham's) highly recommended by the Medical Profession | 18 0 | .. |
| BRANDIES. | | |
| FINE CHAMPAGNE COGNAC (our own) recommended | 27 0 | .. |
| OUR OWN, * Star | 23 0 | .. |
| Do do ** Stars | 25 0 | .. |
| Do do *** Stars | 27 0 | .. |
| HENNESSY'S * one Star | 25 8 | .. |
| Do. ** two Stars | 29 8 | .. |
| Do. *** three Stars | 33 8 | .. |
| MARTELL'S Brandy * one Star | 25 8 | .. |
| Do ** one Star Flask | 13 8 | .. |
| Do ** two Stars | 27 0 | .. |
| Do *** three " | 30 0 | .. |
| L. FURLAUD'S * Star | 23 0 | .. |
| Do ** Stars | 25 0 | .. |
| Do *** Stars | 27 0 | .. |
| Do V.O.S. Reserve and Cognac | 35 0 | .. |
| EXSHAW'S No. 1 | 35 0 | .. |
| Do No. 2 | 20 8 | .. |
| DENNIS MOUNIE'S | 25 0 | .. |
| MISCELLANEOUS. | | |
| OLD TOM, Swaine Boord & Co.'s | 17 0 | 9 0 |
| HOLLAND GIN, Large and Small Flasks.. | 25 0 | 18 5 |
| VERMOUTH, Noilly Prat's | 14 8 | 8 0 |
| WHISKEY, Irish and Scotch | 20 0 | .. |
| RUM, Jamaica | 20 0 | .. |
| ABSINTHE, (Pernod Fils) | 30 0 | .. |
| CHARTREUSE VERTE (Original) Green per bottle | 7 0 | 3 12 |
| CHARTREUSE JAUNE (Yellow) per bottle. | 5 0 | 2 12 |
| ANGOSTURA BITTERS | ... | 30 0 |
| ORANGE BITTERS | 20 0 | .. |
| GINGER WINE, best | 16 0 | 8 8 |
| CURACAO, WYNAND & FOCKINKS, finest. | 40 0 | 25 0 |
| MARACHINO DE ZARA do do do | 40 0 | .. |
| CHERRY BRANDY | 18 0 | 9 0 |
| VICHY MINERAL WATERS | 12 0 | .. |
| OLIVE OIL, Finest, (Fagnioli's) | 12 0 | .. |
| HAVANNAH CHEROOTS Semiramis per box 100 | 7 0 | .. |
| ALE AND STOUT. | | |
| BASS' ALE, Bottled by H Stone & Co. | 6 0 | 4 0 |
| VIENNA BEER ("FANTA") finest | 7 8 | .. |
| GUINESS'S X STOUT, Bottled by our London Firm, in stone bottles | 6 0 | ... |
| Do do do by E & J Burke, &c. | 6 0 | 4 |



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